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The China Mail

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HONG KONG WARSHIPS AND TROOPS STANDING BY

WARSHIPS DEPART FOR CHINA

STRONG MEASURES TO PROTECT BRITISH SUBJECTS

ON GUARD AT NANKING

BATTALION READY TO LEAVE HONG KONG

That a serious view of the mutiny of troops at Pukow, and affairs in Shanghai, is taken by the authorities at Home was revealed by a statement in the House of Commons yesterday by Mr. Arthur Henderson, Foreign Secretary, who described the situation as critical.

In the event of danger all women and children will be taken aboard the two British warships at Nanking. H.M.S. "Suffolk" was due there yesterday, and the cruiser "Berwick" is remaining at Shanghai. There are three British warships at Shanghai, whilst a flotilla leader and two destroyers are en route from Hong Kong. All ships are re-fitting in Hong Kong Dockyard with speed.

It is understood from a reliable source that no battalion is leaving Hong Kong to-day nor even within the next three days.—As to developments after that date nothing can be said at present.

MARTIAL LAW PROCLAIMED

London, Yesterday.
In the House of Commons to-day Mr. Henderson stated that after the mutiny of troops at Pukow opposite Nanking, the President Chiang Kai-shek, had disarmed the guard left at Nanking by certain generals, whose loyalty he doubted and arrested their civilian staffs.

FOREIGN WOMEN EVACUATED

Nanking, Yesterday.
The majority of British and American women were evacuated yesterday in the s.s. Sheng King. The remainder—two British and about four Americans—will be evacuated to-morrow (Tuesday).

It is reported that there are only about 400 Government troops in Nanking at present.

The situation at present is quiet.—British Naval Wireless.

ments, His Majesty's Consul-General at Nanking has been instructed in the event of danger immediately to order the withdrawal of all women and children to the two British warships at present at Nanking. H.M.S. "Suffolk" is due there to-day and the cruiser "Berwick" to-morrow.

He had no information in regard to the declaration of martial law at Shanghai. Three British warships were at present there and a flotilla leader and two destroyers were en route from Hong Kong. All ships are re-fitting in Hong Kong Dockyard, the work being expedited by overtime working. It had been arranged to transfer a battalion from Hong Kong to Shanghai if necessary. He had no information as to whether British property was endangered, except at perhaps Ichang, where the defence had been reinforced and had repulsed a small body of rebels. No further trouble is foreseen there, but as a precaution women and children remained aboard or concentrated on the river bank.—Reuter.

CRITICAL SITUATION.
Rugby, Yesterday.
A somewhat critical situation exists in several of the Yangtze ports arising out of the advance of the Kuomintang troops and defections among the National troops

at Changchow, which has led to the interruption of railway communications between Nanking and Shanghai.
Conditions appear uncertain and, as a precautionary measure, the British cruiser "Suffolk" left Shanghai for Nanking yesterday morning, in order to be available if required for the safety of foreign residents. The cruiser "Berwick" has left Hong Kong to replace the "Suffolk" at Shanghai.—British Wireless Service.

AMERICAN ACTION

Washington, To-day.
The Secretary of the Navy stated that no additional forces have been requested owing to the disturbed conditions in Nanking and Shanghai. Unless a special request is received, none will be despatched.—Reuter's American Service.

NANKING EVACUATED

Shanghai, Yesterday.
Seventy-five British and American women and children, who were evacuated from Nanking last night, arrived in Shanghai this afternoon. Another batch are coming from Nanking to-morrow.

A Nanking message says that the Second and Ninth Divisions have arrived from Hankow, and loyal Government troops are defending the Capital.

It is understood that Tang Seng-chi's troops have entered Sinyangchow, and are continuing their advance to Hankow without opposition.

The loyalty of Chinese Volunteers in Chinese territory around Shanghai is doubtful, and their commander has been removed from his post.

SITUATION QUIET

Hankow, Yesterday.
Rumours prevalent over the week-end to the effect that Tang Seng-chi's men are advancing on Wu-Han prove to be groundless, and the local situation continues to be absolutely quiet. Troops are lining the Kin Han Railway northward as far as Sinyangchow. They have reiterated their loyalty to the Government, and therefore any serious move by Tang against Wu-Han seems unlikely.

Well-informed Chinese sources do not anticipate further fighting in Honan, and it is believed that the present misunderstanding will be settled by compromise.

Troops on the Kin Han is still held up, and it is reported that the line is severed on two or three places.

UP-RIVER REPORTS

Latest news from Ichang indicates that the rebels were driven 20 miles from this city by Government troops, and the situation has eased considerably.

So far as can be ascertained, foreigners are not in danger, though during this critical

period the women and children have remained on board steamers in case evacuation was necessary.

NATIONAL CONFERENCE

Peking, Yesterday.
Taiyuanfu is at present silent, but it is stated that Yen Hsi-shan will shortly issue a statement regarding the situation.

It is understood that he does not approve of Tang Seng-chi's preparations for war against Nanking, preferring, a national conference for settling the present difficulties.

Local vernaculars to-day print the text of what is claimed to be a circular telegram by Wang Ching-wei, which is a violent denunciation of Chiang Kai-shek.—Reuter.

REFUGEES IN SHANGHAI

Chiang Kai-shek Concentrates on Defence

Shanghai, To-day.
More refugees are arriving from Nanking. H.M.S. "Berwick" has arrived and is remaining here at present.

Reports from Nanking continue to indicate that Marshal Chiang Kai-shek is concentrating on the defence of Nanking and Shanghai and is withdrawing all the available troops from the west and south for that purpose.

Barring military and naval defections in Nanking itself there should be no difficulty in holding the city indefinitely.

All is quiet on the surface in Shanghai.

Foreign military authorities consider that foreign force is sufficient to deal with such trouble as may be anticipated in the immediate future. However, arrangements are complete for rapidly strengthening the military and naval forces as well as the defences of the International and French Settlements should this be necessary.—Reuter.

STORY OF MUTINY

Nanking, Yesterday.
The troops of the 50th Brigade, General Sung Chih-lin, under General Shih Yu-san, mutinied on December 8 at Anking, looting all the local organisations and the main business centres along the Sze-pai-lau, West Gate, and kidnapping over 20 girl students. The mutineers, who escaped through the North Gate, compelled the various districts to pay taxes and plundered the inhabitants on the way; they appear to head for Peng-pu for concentration.

General Shih Yu-san wired to Mr. Chang Chi-chiang and Mr. Li Ming-chung on December 8, explaining that the mutiny on December 2 was due to his troops having been influenced by sensational rumours, and that he was under compulsion, rendering him helpless to control the situation.

RAILWAY DESTROYED

General Shih's troops are now concentrated at Lin Hsui Pass in Peng-pu and have destroyed several hundred feet of railway tracks, being afraid of pursuit by the National troops.

Chu Yat-chi, under General Shih is unwilling to co-operate with the mutineers.

(Continued On Page 12)

A DAY IN A HERO'S LIFE



HAICHING AT WHARF

MORE LIGHT ON PIRACY

DEATH ROLL

A FAMILY WIPED OUT

A very sad scene was witnessed in the mortuary of the Government Civil Hospital when an elderly Chinese lady went up to identify the only two female bodies retrieved from the "Haiching". In the official casualty list, the corpses were put down as—

"Chinese female aged about 35 years, not identified."
"Chinese female aged about 14 years, not identified."
The former was mistress and the latter mui tai. They were returning to Hong Kong, where

1929 rainfall . . . 69.40 inches
Average 82.32 inches
Deficit 12.92 inches

the woman's mother-in-law lives. It was she who expected her daughter-in-law to arrive and, when fears were engendered, went to make inquiries.

The old lady said that her daughter-in-law had three children with her, the "Haiching" and that they are all missing. What a tragedy! Some time ago the family had gone back to their native village. They are connected with an influential Chichow firm here, which is making arrangements for the funeral to-day.

ELEVEN DEAD

Number of Pirates Not Yet Known

Interviewed this morning, the Captain Superintendent of Police, the Hon. Mr. E. D. C. Wolfe, C.M.G., told a "China Mail" man that the s.s. "Haiching" would be brought to the Douglas Wharf at 1.30 p.m. to-day.

As far as the Police were concerned there was no objection to the vessel being boarded by Pressmen; but, he added, they would have to do so before 2 p.m., the time fixed for passengers to go on board to remove their luggage.

The number of dead was eleven. One was of course, was Mr. E. F. Woodward, third engineer of the ship and another was Indian Guard Khal Singh. The other

nine were all Chinese. One was identified as a Chinese passenger named Tsai Kei-ko.

Asked if he could say if any of the unidentified dead were pirates, Mr. Wolfe replied simply that he was unable to do so. Three of the unidentified men were aged about 30 years, one 35, one 40, and the other was a lad of about 15.

In Hospital

The wounded, at present in hospital number 33, mostly members of the ship's crew and identified bona fide passengers.

The wounded members of the crew are:—

Mr. Robert Perry, Chief Officer.
Omar Ali, Quartermaster.
Surtar Singh, Guard No. 787.
Li Li-kwan, pantry boy.
Cheung Chuen, second saloon cook.
Tang Chik-sing, second steward.
Ko Yau, cook.
Chung Ngan, stokers' cook.
Chai Sheng-chuen, cabin boy.

The Wounded

The wounded whose identity have been established, are:—
Lau Lol, foreman ship cooler, Kowloon Godown.
Siu Kam-yu, shop foki.
Lo Ki, soldier.
Chiu King-kwan, cloth dealer.
Chan Tin-ting, passenger's servant.
Lo Shu-fan, shop assistant.
Ng Chin-fai, travelling salesman.
Hung Shun-shui, flower dealer.

The following are wounded persons who, although their names have been ascertained, have not yet given proof of their bona fides:—

Chan Kam-kwai (27).
Tam Ton-tai (33).
Lai Wai-on (14).
Li Shui-fan (17).
Cheung Yan-ang (15).
Chan Mok (50).

The Suspects

Of course, not all of these are suspected pirates, but all will have to undergo further examination. At least half of the above six are regarded with suspicion at the present moment but, of course, the chances are that they may be able to satisfy the Police after closer investigation.

Asked about the large batches of Chinese who have been undergoing examination both at Police Headquarters and at the Yau-mati Police Station, Mr. Wolfe said that eight men are at present held by the Police as suspects, but he did not say whether they were from the Hong Kong or Kowloon batches.

Indian's Funeral

The funeral of the Indian Guard, Khal Singh, was held at Police Headquarters this morning.

It was also gathered this morning that all the Chinese dead, Tsai Kei-ko and the eight unidentified

VIOLENT STORMS SWEEP EUROPE

LINER DRIFTS RUDDERLESS IN RAGING SEA

TUG'S GALLANT RESCUE

TWO NAVAL SEAMEN DROWNED AT CHATHAM

The week-end weather exceeded in violence any experienced in England since accurate wind speed records have been kept. The fifth day of the storm is now taking place, and the wind reaches gale force in gusts, while exceptionally heavy seas are still running round the coasts. The cross-Channel services were, however, resumed this morning, despite the high wind and seas. Official forecasts indicate the likelihood of further gales in the South, with generally wet weather.

Over thirty large steamers, most of them with two anchors down, have been sheltering off Deal, and numerous casualties have occurred to shipping. Lifeboats around the coast have been continuously engaged, and crews have displayed the utmost heroism in their struggles with mountainous seas. Some of the older members of the crews, although exhausted by their ordeals, have refused to consider the suggestion that volunteers, plenty of whom were available, should take their places in lifeboats. They are responsible for saving numerous lives during the week-end.

NORTH SEA PERILS

London, Yesterday.
Reports are coming in from France, Germany, and Holland of the havoc wrought by the storm. Fifty steamers were unable to put to sea from Hamburg, while S.O.S. calls were received from vessels in the North Sea, including the liner "Lily Woermann" bound for West Africa, which was drifting rudderless to the Sand Banks. A Dutch tug towed her to London.

Three steamers were stranded at the mouth of the Elbe, and are likely to be wrecks.

The tug "Iris", from Brest, towed by day and night the waterlogged and helpless Danish freighter "Helen" from Ushant. The "Helen" eventually sank but the "Iris" saved the crew, who jumped into the sea, with the exception of an officer. The "Iris" then responded to an S.O.S. from the Spanish steamer "Galdana", and towed her in, then left for sea again in response to

persons (six men and two women) will be buried to-day.

There is still a large number of Chinese waiting to be interrogated at Police Headquarters. This morning about a dozen were filed outside the office of the Director of Criminal Investigation Department and taken in one by one by a Police Officer before Mr. T. H. King.

Scantily Clothed

Some of these presented a nondescript appearance. They were all scantily clothed, some in shorts and singlets only, whilst one was wrapped in a bathrobe of broad blue stripes over white, and another had a red blanket over his shoulders.

The Detained Men

A "China Mail" man who made inquiries in Kowloon this morning reported:—

Criminal Investigation of those who were detained at the Yau-mati Police Station resulted in eight Chinese men being transferred to Central Police Headquarters yesterday.

These men are said to be, at least, some of them, respectable. Some are shipping tradesmen, others shroffs, whilst a few are Kowloon Dock workers.

It is said that the eight are not suspected of the piracy on the "Haiching," but as they could not give reasonable explanations as to their destinations, they were placed in custody pending further developments.

It was also intimated that a few of the captives have relatives in this Colony.

S.O.S. from two British and one Italian steamers.—Reuter.

ITALIAN STEAMER SINKS

Rugby, Yesterday.

The British Royal Mail liner "Arlanda," bound for Brazil, rescued the crew of the 5,000 tons Italian steamer "Casmona," in the Bay of Biscay, and the German steamship "Hansa" took off the "Casmona's" captain. The "Arlanda" lost a boat during the rescue operations, but no casualties occurred. The "Casmona" was abandoned in a sinking condition.

Two naval seamen were

FINE GENERALLY

To-day's weather report from the Royal Observatory states: The anti-cyclone is now central over N. Japan.

The typhoon is moving W.S.W., about 60 miles S. of St. James, from which station a gale of force 10 is reported. Moderate moonlight may be expected along the S.E. Coast of China and over the N. China Sea.

Forecast: — N.E. winds; moderate, fine generally.

washed overboard and drowned while the destroyer "Walpole" was proceeding yesterday from Portsmouth to Chatham.

The White Star liner "Homer," arriving at Southampton from New York yesterday, twenty hours late, reported experiencing one of the roughest crossings she had ever had. Windows were broken on the promenade deck, sixty feet above the waterline, by terrific waves.

CHANNEL ISLANDS ISOLATED

Reuter states that the Air Ministry predicts further gales, but it has been possible to resume the cross-Channel services, although the passages are very rough. The port of Folkestone is still closed, and the Channel Islands have been isolated from the sea since Thursday.

"Padstow" and "Clovell" lifeboats were out all night long trying to help the distressed vessel "Britannic." The captain of the "Clovell" lifeboat, with 25 years' service, said it was his worst experience. They were tossed about the Channel for five hours before reaching their station.—British Wireless Service.

DRY DOCK SMASHED

Amsterdam, Yesterday.
An 11,000 tons drydock being conveyed by tugs from Hamburg to Rotterdam was caught by the tempest near the Isle of Texel, and broken in two.

(Continued On Page 12.)

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THE ANNUAL EXHIBITION will be held at No. 7, Queen's Road 1st floor (above Mercantile Bank) on Dec. 18th, 19th and 20th. The Exhibition will be open from 10 a.m. to 7 p.m. Admission 50 cents.

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NOTICE.

A BRIDGE and MAH-JONG DRIVE in aid of the Hong Kong Benevolent Society will be held at the Helena May Institute on MONDAY, December 16, 1929, from 3.30-6 p.m. A charge of \$2 will be made. Ladies who are willing to be responsible for a table are asked to communicate with Mrs. H. G. Sheldon, 25, Peak Mansions, before December 6.

Tea will be provided free of charge. Come one—Come all.

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WAS DARWIN WRONG?

Natural Selection And Modern Biology

STRUGGLE FOR LIFE

Does The Platypus Benefit Over Its Relatives?

FOSSIL LEGS

Professor D. M. S. Watson's presidential address to the Zoological Section of the British Association this year is certain to inspire much discussion. He has submitted the evidence for the acceptance of the famous principle of Natural Selection to cautious but severe criticism. It will be recalled that Darwin wrote: "If variations useful to any organic being ever do occur, assuredly individuals thus characterised will have the best chance of being preserved in the struggle for life; and, from the strong principle of inheritance, these will tend to produce offspring similarly characterised. This principle of preservation, or the survival of the fittest, I have called Natural Selection."

LACK OF EVIDENCE

Professor Watson remarks half a century later, after considering the further results of that period of research: "The extraordinary lack of evidence to show that the incidence of death under natural conditions is controlled by small differences of the kind which separate species from one another... renders it difficult to appeal to natural selection as the main or indeed an important factor in bringing about the evolutionary changes which we know have occurred. It may be important, it may indeed be the principle which overrides all others; but at present its real existence as a phenomenon rests on an extremely slender basis." He observes also that the theory of evolution is "universally accepted not because it can be proved by logically coherent evidence to be true but because the only alternative, special creation, is clearly incredible."

Professor Watson considers that the post-Darwinians in particular have been inclined to assume that when an organism has a structure which looks as if it would be useful for a certain purpose it is used for that purpose. For instance, it has been asserted that flowers have been evolved so that plants should be fertilised by definite species of insects. This assertion could be proved only by very long continued observations of the relations between the plants and the insects. May not flowers have arisen casually and the plant have accepted help in fertilisation from such insects as these flowers attracted not because the fertilisation by these newly attracted insects was more efficient than the method previously used but merely because it is an equally good alternative method? Or may not the plant have evolved flowers not because it wanted to, as it were, but by external compulsion or accident? Finding itself with flowers, it had to get along as well as it could with its gaudy new structure, and was forced to depend on certain insects because these were attracted by its colours while others were not. In fact, flowering might quite well be regarded as a handicap which forced the plant into new methods of living, and not as an

additional advantage in the struggle for existence with less handsome relatives.

Dangerous Assumptions

Before it can be proved that natural selection has enabled organisms to survive because they have advantageous bodily structures, it is obviously necessary to know that the structures cited are advantageous only when their use is known. Now it is often difficult to be sure what are the exact uses of bodily features even in animals under observation. For instance, that strange mammal the platypus, which has a bill like a bird, lays eggs and yet suckles its young, has horny plates and jaws apparently suited to the chewing of hard food. This would seem to give it an advantage over nearly related toothless animals, since it would be able to masticate hard besides soft food. Yet the stomachs of half a dozen platypuses examined by Professor Watson contained no hard food. So are those plates and jaws really used for chewing hard food? Does the platypus benefit over its relatives by possessing them? Only much observation can prove the point, and in this, as in so many other questions of evolution by natural selection, the observations appear not to have been made.

Danger of Theories

Assumptions about the uses of limbs and structure are especially dangerous in paleontology, the zoology of fossils. From the study of fossils it is possible to describe some of the changes a species has undergone during its evolution. It is tempting to assert that these changes were preserved because they gave the species an advantage. But it is impossible to be sure whether the changes did give the alleged advantage, unless the uses to which the changes in structure were put are known definitely. The apparent uses of limbs are often deceptive. For instance, who could deduce from the post-cranial skeleton of a hippopotamus that the animal is aquatic? Its limbs show no swimming modification whatsoever; the position of the eyes only is suggestive. Now what is to be said of fossils with legs like those of hippopotami? Would it be possible, for instance, to assert that the shape of the fossil's legs had given it some advantage in the struggle for existence, when it was impossible to say whether the legs were of use on land or in water? More must be known about the actual uses of the legs before any such assertions can be made.

The Horse
Another interesting argument of the same kind is stated with reference to horses. The horse's teeth have gradually increased in depth of crown during their long evolution. It was assumed that this evolution of long teeth enabled the genus to take advantage of the extension of grassland supposed to have occurred at certain geological epochs.

Now the modern hackney horse is about fifty times as heavy as its early ancestor, so it must wear away about fifty times as much tooth. But the surface of its teeth is only about fifteen times that of its ancestor's. So the modern tooth would have to be nearly four times as deep in order to preserve the same rate of wear.

SOMERSET'S PLUMES

The band concert, which took place last evening in the courtyard of Wellington Barracks, proved a great success. Naval personnel and European civilians were permitted to occupy the seats arranged around the band. The troops in the barracks were content in many cases to remain on their verandahs to listen to the very excellent fare provided by Bandmaster E. J. Woolcott and his instrumentalists. A feature of the arrangements was the placing of a plume of green horse-hair above each music-stand, a relic of the days when the Somerset's Band hung their shakos with their green plumes on the music-stands.

CAPT. A. H. WALKER

PASSES AWAY IN FRENCH HOSPITAL

VICTIM OF PNEUMONIA

The death occurred at the French Hospital at 5 p.m., yesterday, of Captain Arthur Herbert Walker, who succumbed to pneumonia at the age of 57 years. He had been for many years in the service of Messrs. Butterfield and Swire and commanded several of their vessels.

Some years ago Capt. Walker retired and returned Home, but finally decided to return to China. He arrived here with Mrs. Walker about two months ago. Much sympathy will be felt with Mrs. Walker and relatives at home in their bereavement. It is understood that Capt. Walker has two sons at home and a daughter in Ventsein.

The funeral takes place this afternoon, passing the Monument at 5 o'clock.

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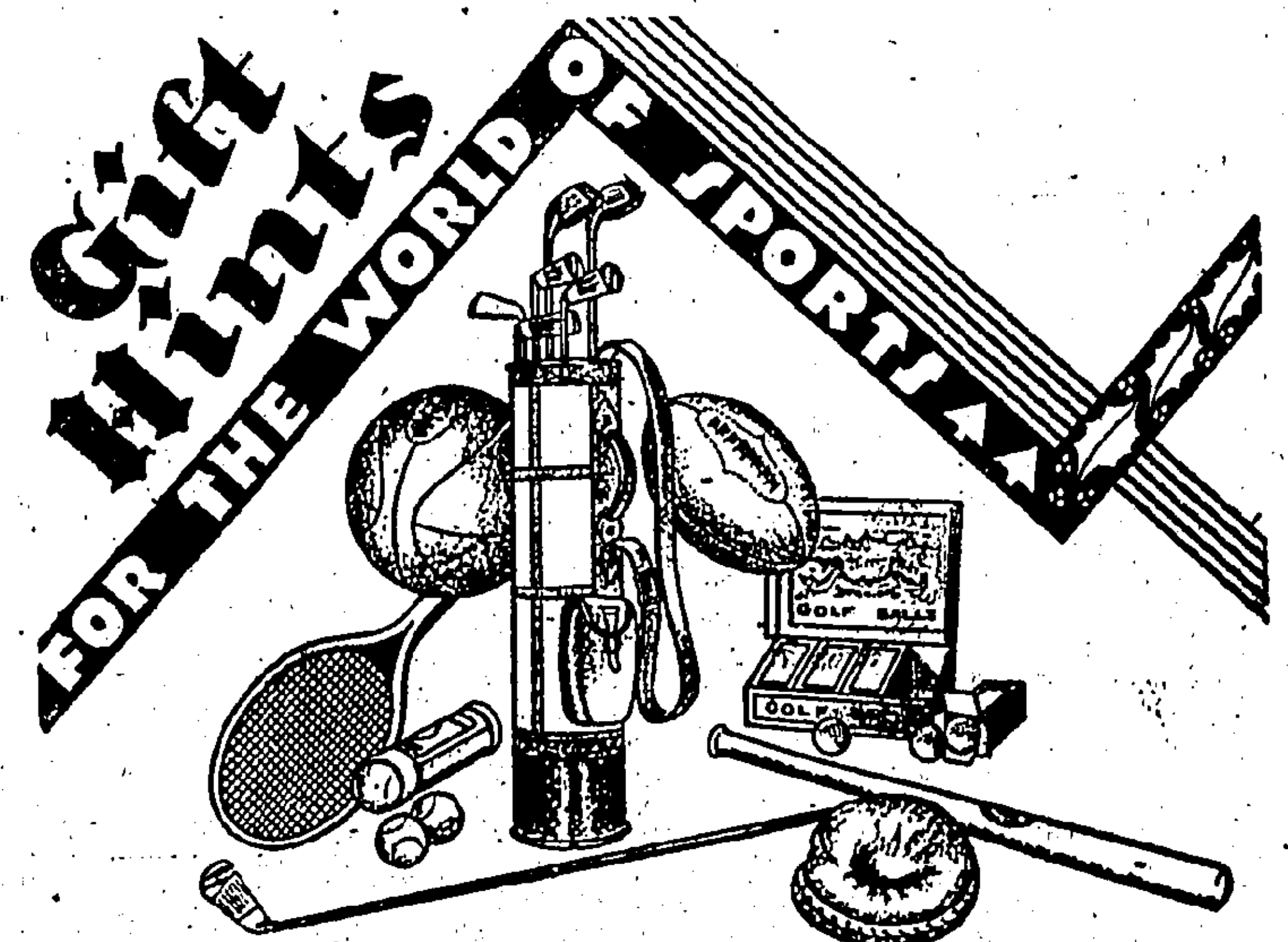
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* (Calls at Penang & Karachi).
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BAR & MOHABA—Via Singapore & Colombo.
MEXICO MARU... Thursday, 2nd January.
CALCUTTA—Via Singapore, Penang & Rangoon.
CELEBES MARU... Wednesday, 18th December.
TACOMA MARU... Thursday, 2nd January.
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VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
PARIS MARU... Sunday, 22nd December.
ALABAMA MARU (From Shanghai) ... Friday, 27th December.
MELBOURNE—Via Manila, Brisbane & Sydney.
SYDNEY MARU... Friday, 18th December.
HAIPHONG—Via Hanoi & Fakhof.
MENADO MARU... Thursday, 12th Dec., 10 a.m.
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JAPAN PORTS.
NITTO MARU (via Keelung) ... Wednesday, 11th December.
ATLAS MARU... Friday, 18th December.
KEELUNG—Via Swatow & Amoy.
HOZAN MARU... Sunday, 15th Dec., Noon.
CANTON MARU... Sunday, 22nd Dec., Noon.
TAKAO—Via Swatow & Amoy.
DELI MARU... Thursday, 19th Dec., 10 a.m.
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"HAICHING" PIRACY

(Continued from Page 1.)

AT THE HOSPITAL

Suspect Dying From Bullet Wound

Eight of the twenty-three men sent to hospital were put in "No. 13 ward," which is the accommodation for prisoners.

One of these, Lo Siu-fan, 36 years of age, who was described as a shop assistant, was dying this morning. He had been operated on for bullet wounds in the head. And he was the only one of the hospital "cases" lowered from shipboard in a strait-jacket, securely-bound in spite of his injuries.

Officers of the Royal Navy, on taking charge aboard the "Haiching," had reason to suspect him and placed him under close surveillance. Particular attention was paid him by the Police officers on duty at No. 13 ward.

Interview Fruitless

When it became known that he was not expected to live, a European detective of the Criminal Investigation branch went to interview him, as it is usual to take a statement from a person dying in such circumstances. Either because the man would not or could not talk, the interview was fruitless.

Curiously, this man's "description" was not entered as a "prisoner." This was because there had been a mistake in his name, which had been rendered in the Chinese dialect. Furthermore, the Police included him in the "not suspected" category referred to in the interview.

Six of the eight in No. 13 were put down as "prisoners," a hospital phrase which includes suspects, persons on remand, etc. These, with particulars set against their names in the official list, were:

Lau Loi, ship's coolie foreman, Kowloon Godowns.
Siu Kam-yu, shop tiki.
Chiu King-kwan, cloth dealer.
Chan Kam-kwai.
Ko Yuen, cook.
Chan Mok, 60 years of age.
Another man named Lo Ki (46), described as a soldier, was also in "No. 13," but his name was entered as a passenger.

But four of these seven men in "No. 13" were also mentioned in the official Police list this morning as being believed to be bona fide.

Numbers Unknown

For the time being and until segregation is complete, there must be confusion. The most intriguing problem of the moment—how many "pirates" have been caught or accounted for—must remain unsolved for a while.

Of the seven dead Chinese men, whose bodies were in the Government Civil Hospital mortuary today, two are thought to have taken part in the desperate fight with the "Haiching" officers, and the others are presumed to have been innocent passengers. With the eight suspects in Central Station and a few more undergoing treatment in hospital, it appears that the total is over a dozen. Some, of course, have already paid the penalty. The others will have to undergo a searching inquiry, if not trial as well.

Unrelaxed Vigilance

It has to be emphasised that entry into "No. 13" on this occasion is no reflection on the Police attitude. At first it was intended to put all the Chinese wounded men there, but a change had to be made. The normal Police guard at the prisoners' ward of the hospital has been doubled; and four policemen are constantly on duty also in No. 11 ward. Vigilance is unrelaxed.

Mr. Robert Perry, the chief officer, was very comfortable this morning and Surtar Singh, Indian guard No. 737, is also improving under treatment. Of the others in hospital, only the boy, Lai Wai-yuen, 14 years of age, was considered to be a serious case.

One of those not under suspicion is Ng Chin-fai, 26 years of age, described as a travelling salesman. His station in life appears to be higher, but it is not uncommon for Chinese in a crisis to belittle themselves in order not to attract attention. Many of his friends in the Colony visited him yesterday and he is getting on in spite of a wound in the arm.

A Nameless Grave

The corpses are to be buried today. The clothing of the seven men is being retained by the Police so as to facilitate identification in future, should relatives or friends be forthcoming. Those who belonged to the pirate gang, however, will lie in a nameless grave for obvious reasons.

LAST SAD RITES

Funeral of Mr. K. F. Woodward

Gone, but not forgotten! Nay, his memory will for ever be deeply engraved in the annals of the China Sea.

Although stricken down in his prime, Mr. Kingsley Frank Woodward, the gallant third officer of the ill-fated s.s. "Haiching," died a glorious death. He gave his life in the protection of his ship and the passengers under his care.

The hundreds of people who stood bare-headed at the graveside yesterday as the body of Mr. Kingsley Frank Woodward was laid to rest were stirringly moved. Mr. Woodward was buried with full Naval honours; the service at the graveside in "God's Own Garden" at Happy Valley, being attended by the leaders of the Naval, Military and Civil life of the Colony. It was probably one of the most largely attended funerals Hong Kong has ever seen.

Leaving Naval Yard

At 4.30 p.m. the party of Naval mourners and the gun-carriage draped with the Union Jack left the Naval Yard compound. At the roadside were hundreds of civilians. To the left were drawn up sailors from all the units of the fleet now in harbour, precedence being given to the vessels who took part in the memorable event. Officers in full dress attached to the anti-piracy section stood behind the stalwart boys in blue.

Mourners representing the merchant service and personal friends and ship mates of the brave officer stood opposite to the anti-piracy officers. The entrance was flanked by the Royal Marine Band from H.M.S. "Kent," and a firing party from H.M.S. "Seepoy" fell in behind the bandsmen.

A brisk order was given, and all the men in uniform rigidly stood at attention. The civilians took off their hats. The gun-carriage with the coffin was then gently drawn out of the compound, to the touching strains of the "Dead March" from Saul. The cortege commenced the march to Happy Valley.

Chief Mourners

Following the coffin were the chief mourners—the officers of the ill-fated "Haiching." Captain O. H. Farrar, Mr. A. J. Johnston, second officer, Mr. F. C. Duxon, Chief Engineer, Mr. E. Kewell, Second Engineer, Mr. A. de Mello, third engineer, and Mr. Chung Yan-tak, wireless operator, comprised this party.

The Chief Officer, Mr. R. Perry is, of course, at present in hospital suffering from a wound received in the battle. Immediately at their rear were officers and representatives from merchant vessels in port, and Hong Kong business' houses, Naval Officers, Naval "units" and a Police Contingent.

Governor Represented

H.E. the Governor was represented by his Aide-de-Camp, Captain F. G. Sillitoe, R.M. Among those present were the Hon. Mr. W. T. Southern, C.M.G. (Colonial Secretary), Commodore R. A. S. Hill, R.N., Hon. Sir Joseph Kemp, C.B.E., K.C. (Attorney-General), Hon. Mr. H. T. Creasy, C.B.E. (Director of Public Works), Hon. Sir Henry Pollock, K.C., Hon. Mr. J. Owen Hughes, Hon. Mr. W. E. L. Shenton, Hon. Mr. J. P. Bragg, Mr. P. F. J. Wodehouse, C.I.E. (representing the Hong Kong Police), Captain T. T. Laurensen, D.S.C. (representing the Coast Officers' Guild), Mr. A. H. White, Mr. C. L. Farmer, Mr. S. T. Williamson, and Mr. R. M. Dyer.

At the Cemetery

On arrival at the cemetery gates the cortege was met by H.E. Major-General J. W. Sandilands, his A.D.C., Captain D. Cameron, Commodore R. A. S. Hill and senior naval officers. The clergy conducting the service were the Rev. G. T. Waldegrave and the Rev. J. C. Waters, R.N., Chaplain to the Flotilla, China Squadron.

Drawn up directly above the grave stood officers in uniform of the merchant service, while behind the clergy stood the firing party, stiffly at attention in front of an officer with drawn sword. Further down and in the front rank, close to the coffin, stood the officers of the "Haiching"—all of whom were visibly affected by the touching service.

The Rev. J. C. Waters, R.N., conducted the service; reading from Revelations IX.7.

Then a word of command came from the officer of the firing party. The sailors loaded and presented their rifles—a volley rang out. A pause, and then came the clear notes of the opening bars of the "Last Post." Twice the volley was repeated, interspersed with the bugle notes, and then ensued a brief silence. Next came the sounding of the "Reveille."

Floral Tributes

Floral tributes were sent by the following:

H.E. the Governor, Vice-Admiral Sir A. K. Wastell (Commander-in-Chief, China Station), Douglas Steamship Co., Ltd., Douglas Lapraik & Co., Capt. O. H. Farrar (master, s.s. "Haiching"); Navigation Officers, s.s. "Haiching"; Engineer Officers, s.s. "Haiching"; crew of s.s. "Haiching"; Comptroller Department, s.s. "Haiching"; Captain and Officers, s.s. "Haiching"; s.s. "Sai On," s.s. "Tai Hing," s.s. "Haining," s.s. "Tung On."

Officers and men, H.M.S. "Sterling"; Officers, H.M.S. "Sirdar," Captain and Officers, H.M.S. "Kent"; Captain, Officers and Ship's Company, H.M.S. "Petersfield," Ship's Company, H.M.S. "Cornwall"; Ship's Company, H.M.S. "Tamar"; Ship's Company, H.M.S. "Kent"; Officers and Ship's Company, H.M.S. "Thracian"; Captain, Officers and Ship's Company, H.M.S. "Seepoy"; Ship's Company, H.M.S. "Sirdar"; Officers, Royal Air Force, Kai Tak; Commissioned and Warrant Officers, R.N.

Mr. A. H. White, Mr. and Mrs. C. L. Farmer, Mr. and Mrs. S. T. Williamson, Captain and Mrs. Allan H. Stewart, Comdr. N. L. Verismith, R.N., Mr. and Mrs. Wm. C. Bird and Miss Bird, Mr. and Mrs. Patey, Mr. and Mrs. Bickford, the Rev. G. T. Waldegrave, Staff and Boarders of the Seamen's Institute, Mr. H. G. Williams, Mr. D. S. Pethick, Mr. W. H. Saunders, Captain R. Ashby, Mr. W. H. Bell, Mr. Chun Wing-keu (Comptroller, Douglas Lapraik & Co.), Officers of the Harbour Department, Government Marine Surveyor and Staff.

Indo-China Steam Navigation Co., Ltd., China Navigation Co., Ltd., Institution of Engineers and Shipbuilders of Hong Kong, China Coast Officers' Guild, Marine Engineers' Guild of China, Asiatic Petroleum Co. (South China), Ltd., Union Insurance Society of Canton, Ltd., Marine Insurance Association of Hong Kong and Canton, Hong Kong Fire Insurance Co., Ltd., Canton Insurance Office, Ltd., Hong Kong General Chamber of Commerce, the "China Mail," Officers and Brothers of the Far East Lodge, R.A.O.B.; Oriental Lodge 3254, R.A.O.B.; Brothers and Officers of Sir Walter Raleigh Lodge; All at R.A.O.B. Club.

MR. C. G. PERDUE

The "China Mail" is pleased to state that Mr. C. G. Perdue, (Assistant Director of Criminal Intelligence), underwent a successful operation for the extrication of the bullet from his right ankle in the Kowloon Hospital yesterday.

The injury to his ankle is not so serious as was at first thought, but he will have to remain in hospital for at least two weeks before the wound can be properly healed.

The bullet entered the inside of the right ankle and travelling right round the big bone, lodged near the surface on the right side. The wound was a clean one except for the chipping of a small bone in the ankle. This injury is one that will not result in any limp.

Very Lucky

From the appearance of the bullet which was extracted from Mr. Perdue's ankle it appeared that he had been extremely lucky in not receiving the full force of it in his ankle which would not doubt have shattered the ankle bone, especially as the bullet is a heavy "44."

One side of the bullet was flattened which gave the impression that after leaving the muzzle of the revolver it must have scraped along some metal part of the ship's deck, where its force was considerably broken, and rebounding, it entered Mr. Perdue's ankle.

The entry wound in the ankle is rather jagged and this goes to show that the bullet did not enter "point on." On account of its ugly nature, the wound will take a little longer than ordinarily to heal.

The bullet struck the ankle just at the edge of Mr. Perdue's shoe, a "half moon" of leather being shot clean away and driven a little way into the entry wound.

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MON.	16th	FRI.	27th

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[649 tons—Capt. G. J. Splink.]

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WED.	18th	FRI.	29th

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*MALWA	10,280	21st Dec.	Marseilles & London.
*KHYBER	9,114	23rd Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	1930	Bombay, Marseilles & London.
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TAKADA	6,949	14th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	28th Jan.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	10th Feb.	Singapore, Penang & Calcutta.
SHIRALA	7,841	22nd Feb.	Singapore, Penang & Calcutta.
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*JEYPORE	5,318	12th Dec.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	21st Dec.	Shanghai, Moji, Kobe & Yokohama.
*MIZAPORE	6,715	21st Dec.	Moji & Kobe.
TAKADA	6,949	24th Dec.	Amoy, Moji, Kobe & Osaka.
SHANTUA	10,948	3rd Jan.	Shanghai, Moji, Kobe & Yama.
NELLORE	6,553	7th Jan.	Moji, Kobe, Osaka & Yama.

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DOWN THE EASTING

"TINGIRA" & "FORTUNA"

It is a remarkable coincidence that probably the two most famous ships now in Sydney Harbour were formerly Blackwall passenger ships. The vessels, now known as the "Tingira" and "Fortuna," long years ago were shorn of all the grace and beauty which was theirs when they sailed under the Blackwall flag. The "Tingira" was originally the famous "Sabraon," and after 25 years in the merchant trade, served for many years as a State reformatory and subsequently as a naval training ship. Now she lies in Berry's Bay, awaiting no doubt the destroying hand of the ship-breaker. The "Fortuna" formerly the Blackwall liner "Melbourne," and later renamed the "Macquarie," has not yet finished her career, for she is now carrying out the duty—a lowly one, it is true—of a coal hulk. In point of age the old "Sabraon" is nine years older than the "Macquarie," the former having been launched in November, 1869, and the latter in June, 1875. The "Sabraon" has been described as one of the finest sailing ships ever built. She was also remarkable for her sea qualities. Basil Lubbock, an authority on the old clipper ships, has written that the "Sabraon" ranked with the "Cutty Sark" as an example of extraordinary longevity in topsoil ship-building. When she was a clipper, in 1911, the "Sabraon" was found to be still as sound as a bell after 45 years' service. The "Sabraon," indeed, was not only the fastest, but by far the best ship to be constructed on the composite principle of iron frames and teak planking. The "Sabraon" was of 2,131 tons, her length overall being 317 feet, length between perpendiculars 272 feet, beam 40 feet and depth of hold 27 feet. She spread two acres of canvas, including skysails, during her first two voyages, after which these were given up for royals over double topgallant sails. Until 1871 the "Sabraon" sailed in the London and Sydney trade, and she was then transferred to Melbourne. She was rarely much more than 70 days on the voyage from London to Australia, her record to Sydney being 73 days and to Melbourne 58 days. Regarding the "Sabraon's" sailing qualities, Captain J. A. Elmslie, who also served in the ship for many years, wrote: "Runs of over 300 knots when running down the easting were frequent. On one occasion over 1,000 knots were covered in the days, and over 2,000 in a week. 340 knots in 24 hours was the best run made. I have seen over 16 knots reefed off by the log. This was with the wind some two or three points on the quarter, which was the best sailing point. On a wind and sailing within 5½ points, she could do her seven to eight knots good." The old ship continued in the Australian trade until December, 1891, when, on her arrival in Melbourne, she was sold to the New South Wales Government as a reformatory ship. Sir Henry Parkes was then in power, and he purchased the ship for £11,500 while a further £30,000 was expended in fitting her up as a training ship for juvenile offenders. For the next 20 years the "Sabraon," which still retained her name, lay at moorings of Cockatoo Island. The daily average number of boys on the ship during this phase of her career was about 400. In February, 1907, the vessel had a narrow escape from being driven ashore when her moorings parted during a heavy squall. In 1911 the Commonwealth Government took over the "Sabraon" and converted her into a training ship for boys entering the Royal Australian Navy.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-gauging Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

December 10 to 16, 1929.

Date	High Water		Low Water	
	Standard Time	Ht. Standard	Time	Ht. Standard
Tue. 10	2 32	5.9	10 47	3.3
Wed. 11	3 23	5.1	10 51	4.0
Thurs. 12	4 16	6.8	11 26	2.6
Fri. 13	5 27	6.4	0 4	3.8
Sat. 14	6 40	6.2	0 8	2.7
Sun. 15	7 54	6.1	1 6	3.0
Mon. 16	9 07	4.9	2 4	3.1
	7 49	8.1	1 45	3.8
	9 58	4.8	3 38	0.8
	8 41	8.5	3 20	3.3

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HONG KONG TO SYDNEY—19th DAYS.

Steamers	Due Hong Kong	Due to Sail
CHANGTE	10th December	17th December
TAIPING	7th January, 1930	14th January, 1930
CHANGTE		
TAIPING		

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Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.
Slipway: Sham-Sui-Po, Kowloon, Hong Kong. Tel. Kowloon No. 1.
Estimates furnished on application.
Hong Kong, April 1, 1924.

Her name was changed to the "Tingira," and she continued as a naval training ship for about 16 years. During practically the whole of her last period of usefulness the "Tingira" lay in Rose Bay, and when she was sold out of the Commonwealth Naval Service the vessel was removed to Berry's Bay.

While the many old steamers which lie in secluded bays of the harbour are interesting links of the shipping trade of the past, another of the famous old-timers in Sydney Harbour is the coal hulk "Fortuna." Formerly the clipper ship "Melbourne," and later the "Macquarie," the old ship has indeed come down in the world, and her appearance along the harbour front sets old sailors telling stories of the days when sail was in the ascendant. The old "Macquarie," as the "Fortuna" was best known, was the last of Green's Blackwall line of passenger ships, and, as the "Melbourne," she was built in 1875. The "Melbourne" was one of the strongest merchant ships ever launched and was built from the surplus plates of a warship. A vessel of 1,857 tons, the "Melbourne" was 270 feet long, with a beam of 40 feet and a depth of 24 feet. Like all the Blackwall ships, the comfort of the passengers, rather than record passages, was the first consideration. The ship had a beautifully carved figure-head of Queen Victoria, and the cost of the vessel was about £42,000. The "Melbourne" left London on her maiden voyage on August 16, 1875, and arrived in Hobson's Bay on November 16, after a voyage of 84 days. The vessel sailed regularly to Melbourne until 1887, during which time her outward voyages averaged 82 days. In the latter year the "Melbourne" was brought by Devitt and Moore to replace their passenger ship, the old "Paranatta." The vessel was renamed the "Macquarie," and arrived in Port Jackson for the first time on December 27, 1887, 94 days out from London, and thenceforth she sailed regularly to Sydney. In 1888, when she was about to sail on her second voyage to Sydney, Devitt and Moore changed the name of the vessel to the "Macquarie." The ship continued in the London-Sydney trade for about ten years, and in 1897 she succeeded the "Harbinger" as one of Devitt and Moore's cadet ships, and Captain Corner was appointed to command the ship. She made six successful voyages as a cadet ship, and in 1903 was sold to the Norwegian firm, where she was renamed the "Fortuna." Her first voyage under the Norwegian flag was made on December 1, 1903, after running her for five or six years, the Norwegians sold the old ship to Messrs. Lund, and she is now the property of one of the Sydney colliery companies, being used as a coal hulk.

PASSENGER LISTS

ARRIVALS

Per s.s. "President Grant" from Manila, December 9:
A. Abotex, Major D. E. Campbell, Samuel N. Castle, Bruce Cooper, John Coulhart, Sidney Dant, Elgie Estrella, Russell O. Gillard, Mrs. Lottie Pickford Gillard, F. W. Gibbins, Mrs. Emilia Hess, George A. Keller, Mr. and Mrs. Robert E. Lewis, Mr. and Mrs. Rene A. May, R. E. Mand, Mr. E. A. Miller, Mr. and Mrs. Hugo Miller, Mrs. Ruth P. Moreau and son, Mr. and Mrs. R. H. Moore, Miss Marcellina Peralta, Mr. and Mrs. E. W. Peters, Mr. and Mrs. Gregorio P. Reyes, Emil M. Schindler, Mr. and Mrs. B. D. Stevens, Mrs. Marjorie Stokes, Dr. and Mrs. J. George Taylor.

DEPARTURES

Per s.s. "Hakozaki Maru" for Japan via Shanghai, December 6:
Hugo Gyzeman, Parolini Pezzini, Tina Pezzini, Paul Baillie, Mrs. Yone Baillie, Andre Baillie, Mr. and Mrs. P. Lustervy, Henry Thomas Silcock, John C. Wigham, Mr. and Mrs. P. Burt, Miss E. Brittle, T. Yoshii.

WARSHIPS IN PORT

British warships in port yesterday were:—
In basin of R.N. Dockyard: "Tamar," "Petersfield," "Magnolia," "Seamew," "Hermes" (flagship).
West wall: "Kent" (flagship).
In Dock: "Scot" (Thracian), "Seraph."
Whampoa Dock: "Cornwall," No. 4 Buoy: "Herald," No. 5 Buoy: "Hermes," No. 7 Buoy: "Iroquois," No. 11 Buoy: "Sirdar," No. 12 Buoy: "Sterling."
Foreign Men of War
Foreign men of war in port were the Chinese gunboat "Mingsang," the Italian gunboat "Libia," and the U.S. gunboat "Henderson."

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel, "VIMINALE"

From Trieste, Venice, Brindisi, Fiume, Spalato, Port Said, Massaua, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 4th instant. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 10th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas. All claims against the vessel must be presented to the undersigned on or before the 20th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 4th December, 1929.

NOTICE TO CONSIGNEES.

LLOYD ROYAL BELGE SA.

From ANTWERP.

The Steamship, "KAMBOVE" having arrived. Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th December, 1929, will be subject to rent.

All Claims against the vessel must be presented to the Undersigned on or before 18th December, 1929, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 12th December, 1929, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

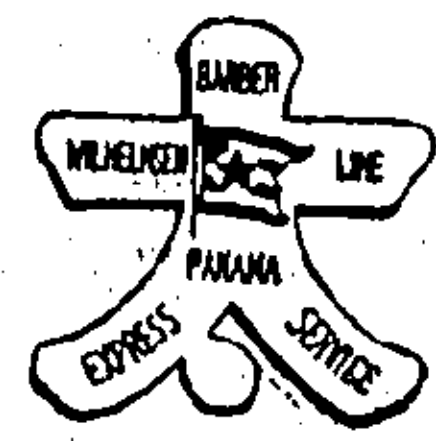
THE BANK LINE LTD., Agents.

Hong Kong, 6th December, 1929.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. "Kambove" are reminded to take delivery of their goods which will be subject to rent after December 12.

As a result of colliding with a junk, a sampan capized yesterday in the Southern Railway precipitating all the occupants into the water. On board at the time were the master and two Chinese male passengers. All were rescued by a Hong Kong Hotel launch which was in the vicinity.

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on DECEMBER 17th

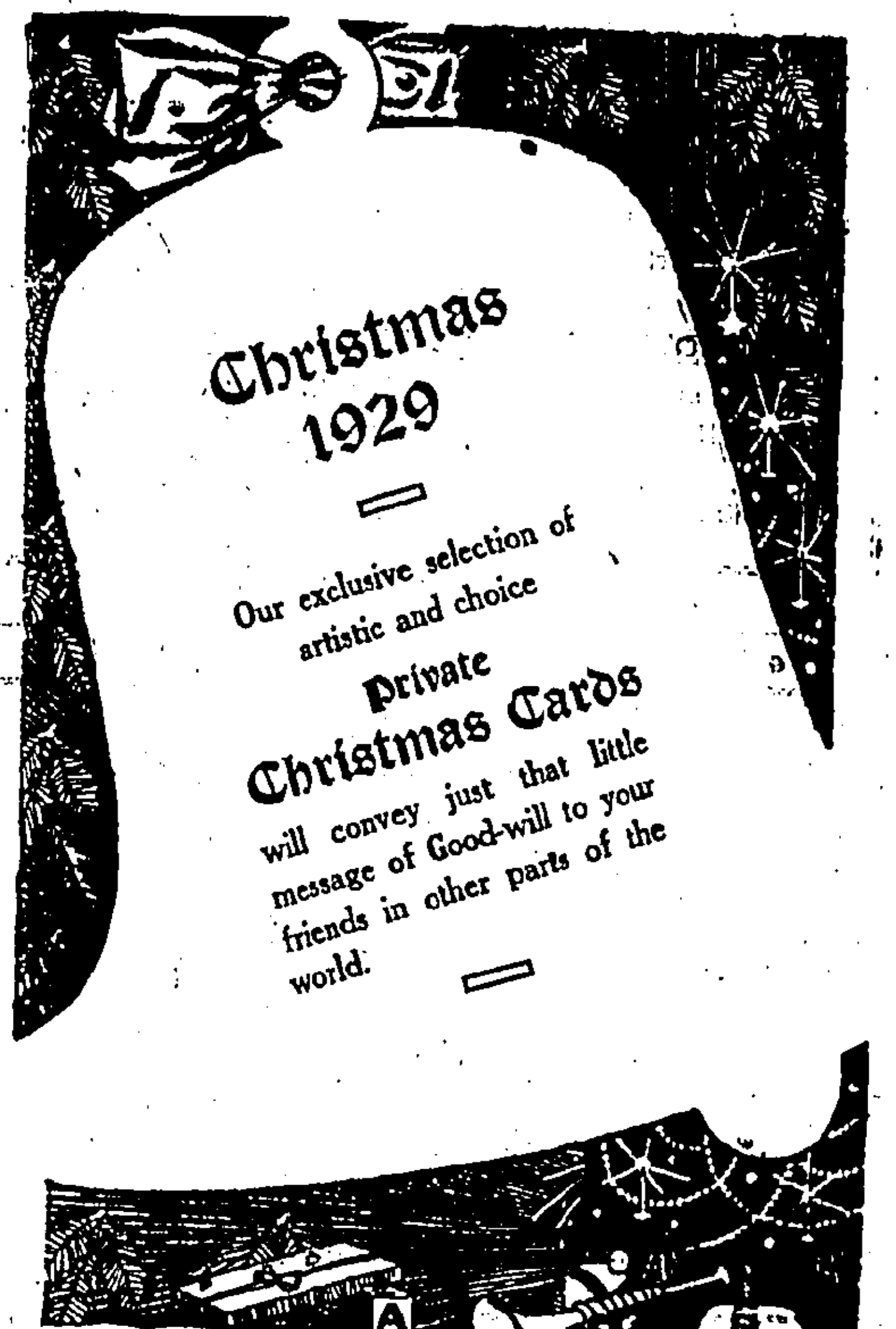
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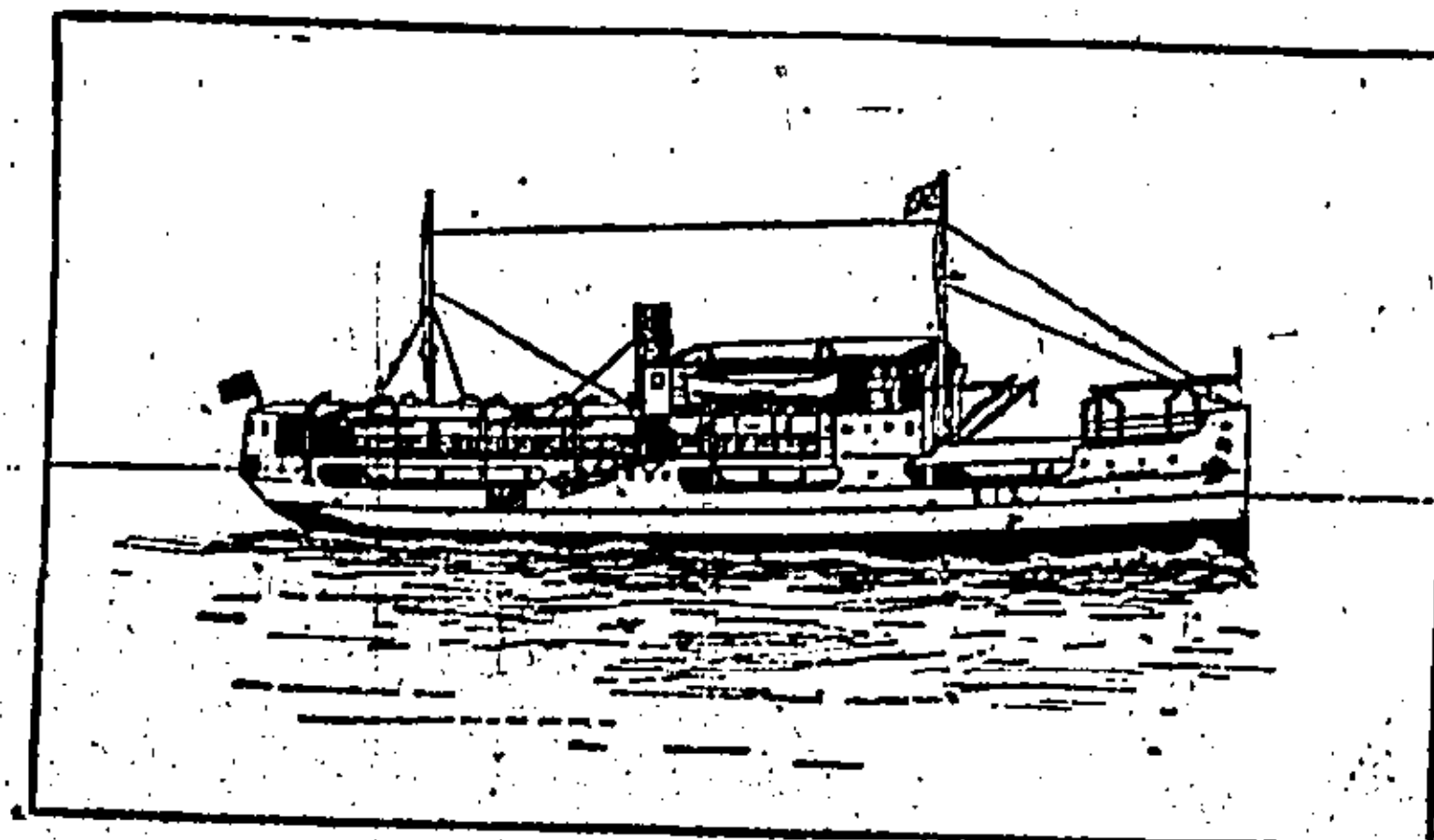


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R. M. DYER, R.S., M.I.N.A., Kowloon Dock, Hong Kong.

A little learning is a dangerous thing;
Drink deep, or touch not the PYERIAN Spring.
THERE, shallow draughts intoxicate the brain,
And drinking deeply, sobers us again.

(Alexander Pope, Essay on Criticism).

PYERIS

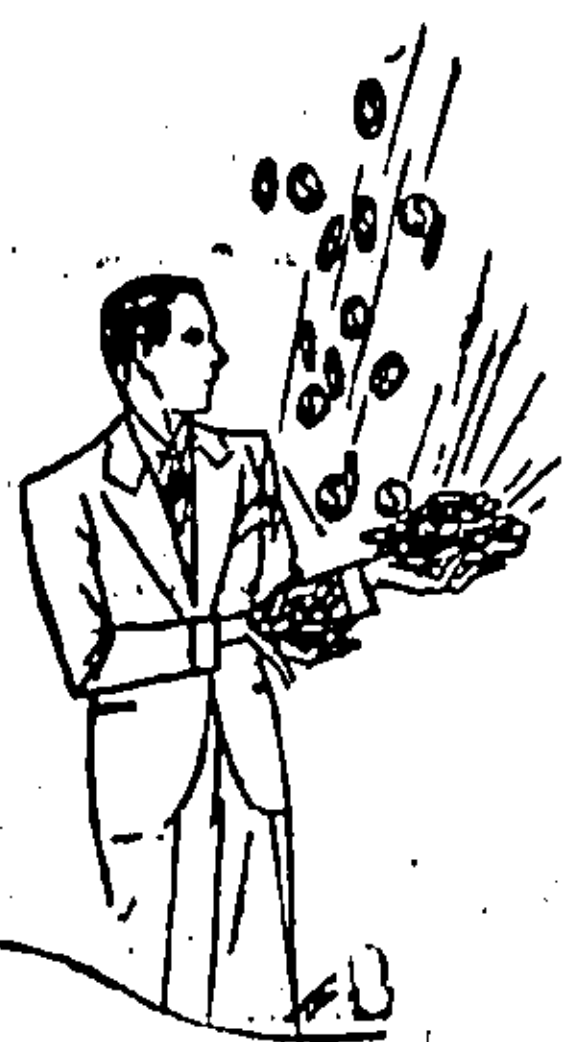
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little wife!*

GATHER round, ladies, and
listen to a bit of inside information
about your men-folks. They
may kiss you half-heartedly when
you present them with a bolt of
towel for Christmas, but they
will give you their eternal blessing
every time they light a smoke if
you remember them with their
particular brand of cigars or
cigarettes.

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Hong Kong, Tuesday, Dec. 10, 1929.

OF WHAT PROFIT?

It may well be asked of the Chinese: of what profit is it to pirate or attempt to pirate vessels at sea? Individually, at times, there may be certain profits accruing from a successful coup, but a longer view than that must be taken by the Chinese themselves. Take only the casualties in the "Hainan" piracy—beyond a Briton and an Indian, all were Chinese. Take the long series of piracies within very recent years—again the major portion of the casualties have been Chinese. Take the loss of cargo and personal effects—again the Chinese have to mourn being victimised to a vastly greater extent than non-Chinese.

Is it nothing to the Chinese that Chinese should be the chief sufferers in life and property through piracy? Is it nothing to them to take the lives of innocent women and children—all Chinese? Is it nothing to them that hitherto happy Chinese homes have been bereaved of bread winners and of their wives and mothers and children? Is piracy worth while, after all, to the Chinese? Where is the civilisation of which they proudly prate?—when it suits them? Where is their humanity to their own nationals? Where is their ability to protect even foreigners?

Is it not time that the Chinese called a halt themselves to the ghastliest of crimes on the high seas—crimes attended by loss of life and loss of property? And attended to by "loss of face" by the Chinese themselves. Foreign nations cannot for ever be expected

ed to turn a willing ear to the Chinese parrot cry of "unequal treaties" and "foreign aggression" when they see that the Chinese themselves have not the slightest respect for human life—when the cold-blooded murder of innocent Chinese women and children is ruthlessly perpetrated in the course of a piracy. Well may the bereaved relatives pray for the dawn of a new era in China when pirates, by Chinese shall no longer be of common occurrence, when no longer is a voyage by sea a sure risk of losing one's life at the hands of Chinese pirates. Well may the mania for civil war be deplored so long as it provides an excuse for the Chinese authorities to toy with the question of piracy and to withdraw the forces of law and order from pirate-infested haunts. The "Yellow Peril" in the Orient today is represented by only one word—Piracy! And the greatest peril is to Chinese themselves.

Would that the Chinese authorities had been able to witness personally the harrowing and distressing scenes at the mortuary here yesterday. If anything outside self-aggrandisement could have moved them surely it would have been the pathetic sight of dead Chinese women, dead Chinese children, still bearing the awful traces of their death agony—a terrible symbol of the worst forms of piracy and of murder. Man's inhumanity to man makes countless thousands mourn. Ineffective protection of Chinese travelling on steamers in Chinese waters is not only something akin to inhumanity; it amounts to an indictment of the Chinese for being accessories to the crime of piracy. On the Chinese lies the responsibility for these piracies. Their duty it is to eliminate piracy—a duty to their own nationals no less than to non-Chinese. Not all the pleas of civil war or internal disorders can acquit them of dereliction of that duty. If the Chinese themselves cannot ensure that duty being performed no one else can.

NEWS IN BRIEF

The gross receipts of the St. Vincent de Paul bazaar amounted to over \$8,500. The correct weight for the guessing competition was 12 lb. 15 oz. 10 lb.

Mr. E. C. Thomas, of the Diocesan Boys' School, gave an interesting lantern lecture at the St. Peter's Church Young Men's Club last night when he recounted his experiences on a journey through Yunnan to the Yangtze, which he recently undertook in the company of Mr. T. J. Price.

Charged with the unlawful possession of two taels of raw opium, a Chinese pleaded guilty, and was fined \$38 with the alternative of one month's hard labour, at the Kowloon Magistracy to-day.

Major J. J. Carter, Royal Engineers, who arrived in the Colony only recently, is retiring from the Service shortly, and will be one of the fortunate few to book a late berth on the "Asama Maru," when she sails to-morrow.

Yesterday, five men gained entrance to No. 307, Queen's Road West, second floor, and after binding and gagging the inmates, mostly women and girls, ransacked the place making off with booty consisting of jewellery and money to the value of \$70.

Mr. A. K. Bidmead, Police Probationer; Miss N. Chandler, Nursing Sister; Mr. R. H. Griffiths, Assistant Master, Education Department; Miss F. Rees, Nursing Sister, and Mr. W. P. Thompson, Police Probationer, are joining the Hong Kong Civil Service.

The St. Andrew's Branch of the Scripture Union met in the Church Hall yesterday when the speaker was Miss Gibson, of Kuala Lumpur. Prior to the address, Miss W. Robinson (Hon. Secretary) on behalf of the S.U., thanked the Rev. C. B. Shann (Acting Chaplain) for his support, during the Vicar's absence.

At the Kowloon Magistracy yesterday, Mr. W. Schofield committed for trial at the Criminal Sessions five of six Chinese charged with armed robbery at 869 Canton Road, Kowloon, on October 6. The sixth man was discharged on the ground of insufficient evidence, whilst one of the five committed men will be charged with conspiracy only.

Mr. R. R. Bruce, Lieutenant-Governor of British Columbia, announces the engagement of his niece, Miss Helen Mackenzie to Mr. Julian I. Piggett, youngest son of the late Sir Francis Piggett (a former Chief Justice of Hong Kong) and Lady Piggett, of the Isle of Wight. The marriage will take place next Spring, probably in London.

PRISONAL COURT

Conference Opened At Nanking

Nanking, Yesterday. The Shanghai Provisional Court Conference, opened at Nanking this morning. Britain, America, France, Brazil, Netherlands and Norway being represented.

Dr. C. T. Wang, in his opening speech, hoped for a happy and speedy conclusion of the conference. Mr. Aal replied on behalf of the Powers' delegates.—Reuter.

SOVIET BUDGET

Moscow, Yesterday. The Central Executive Committee has approved the Budget Estimates of 11,600 million roubles, which is 200 million more than the original Estimates.—Reuter.

MEN, WOMEN, AND AFFAIRS

Foreign Ships in China—Reading the "Ads"—The Merchant Service: Luxury in France.

Japanese Rights

QUITE a serious view is taken by the "Central China Post" of the demand that Japan's rights of navigation in Chinese waters should be abolished. The Hankow paper says: "Navigation on the Yangtze cannot be abolished so easily as the various Kuomintang committees who are agitating for it suppose. Practically all Powers, certainly all the major Powers, have interests in which navigation is concerned, and the withdrawal of this privilege from one Power if the attempt were made to put into practice, might be beneficial, inasmuch as it would be a further lesson to the Powers of the results of the folly of breaking that indispensable unit of action where China is concerned. The lessons of the past three years have all been the same. They have taught that unity on the part of the Powers is the first essential in dealing with China. Without it, foreign prestige has ceased to exist, and if China persists in abolition by unilateral action, China herself will sink to the level of an uncivilized people where international relations are in question. Such a condition of affairs would have been impossible had unity among the Powers been maintained."

Advertisements—
People who never read the advertisement columns of newspapers make a mistake, for they sometimes

THRILLS OF THE HUNTING FIELD

TWO FAMOUS MASTERS OF HOUNDS

[By The Old Stager]

In the hunting world the flag is down, a thousand hearts beat, happily when the music rises, and the hunting prints are on view in the windows of Bond-street.

The queer reflection strikes me that it is exactly a century since "the death-knell of hunting was sounded by the advance of vulgar industrialism." And still the hunting season opens with much of the old enthusiasm and confidence. A hundred years ago they were saying in the Beaufort country that the glorious sport of squire and cottager, sanctified by two centuries of constant practice, had been done to death by the coming of the steam engine. And still in the Beaufort the old loved amenities can be enjoyed in the county and by the county. Bromley Davenport fifty years later made the same lament about fox-hunting; and ten years ago Wiloughby de Broke, in his enchanting reminiscences, tolled the bell for the king of sports in Warwickshire.

I am not a fox-hunting man, but, thank Heaven, I keenly feel the thrill of a hunting morning, appreciate the smell of leather and the music of hounds and bits. I am able to savour the essential blither-sweetness of Sassoon's little classic, and that is proof that I am, in theory at least, "a fox-hunting man."

Jack Thomson

It so happens that I am privileged to be the nephew (rather obliquely) of two of the most famous Masters of Hounds, and I tremble to think how they would have despised me had they lived to take an interest in my sporting career. But the relationship was too oblique for that, and they died before I came to man's estate.

Colonel Anstruther-Thomson—the Jack Thomson of a score of hunting memoirs—was, perhaps, the most famous M.F.H. of all time. "Every schoolboy knows" that he was the hero of the famous Waterloo run, and came through after riding to a standstill his own and most of his friend's second horses. He hunted the Atherton, the Pychley, the Bliscote, or V.W.H., and I daresay other packs, and he was famous for his hunting theories and practices. He was a great believer in leaving hounds alone and not "bothering them with assistance."

He must have been the best man ever on a horse and with a horse, for he rode unmanageable brutes and made them sweet—for himself! Anyone can ride on a 500-guinea hunter. Jack Thomson turned his screws into gold. He stood well over 6ft. rode heaven-knows-how-many stone, with an ugly seat and jockey stirrups, being heavily legged.

When I remember him he had retired from his life's business, was the Laird of Charlton, a small estate next to Balcarres in Fife.

and interested himself in the Fife Light Horse. The laird was a tall, bent figure, and received incredible deference, for he was a legend even in Scotland. I remember him very clearly riding at the Turk's head and dealing shrewdly with it. He was then very old, but grew young in the saddle, and in a Yeomanry display at Charlton—tent-pegging and lemon slicing—he came out very well in a moderate field. I remember him there, galloping and shouting in the field, and I recall a picture of him sitting in his chair at breakfast in white stock and stiff whippers, very terrifying to Cockney children like myself.

Corbet of Adzerley

My other uncle was of a different clay. This was Reginald Corbet, who hunted for years the Cheshire Hounds. I believe he knew all that could be known about the science of hunting and the management of horse and hound.

He had a reputation, never excelled, for violent language in the field, and I was privileged to "observe him at work." The picture I have in my memory has as a background a country house (Adzerley, I believe, and Reginald Corbet leading his hounds to the kennels. As he passed us he turned round in his saddle and let fly at a hunt servant. We probably didn't take in the true inwardness of a tenth part of what he said, but the terror inspired by his voice lingers yet.

A Short Way With Waits

In his youth he was hot-tempered, and once put into practice his patent "short way" with some carol-singers, a procedure which in these democratic days would have landed him in heavy trouble. It seemed that the local troupe of Christmas singers so enraged him by their persistent and descendant rendering of "Good King Wenceslas" that he threatened them with a scatter-gun if they did not desist.

TEN YEARS AGO
[From the "China Mail," December 10, 1919.]

To-day's dollar is worth 5/24d. The determination on the part of the new Police recruits to resign if their pay is not increased appears to have brought the Government to its senses. As stated in the "China Mail" last week, the men were given up to Saturday last to decide whether they would return home or remain in the service at the original rate of pay, and we now learn that 28 men signified their intention of resigning.

There is now every reason to believe the Government has decided to reconsider the matter. Official information is refused, but we are of the opinion that if the Government does the right thing, the general public will regain a confidence which has undoubtedly been shaken.

Rabbit Fur

WHEN a woman buys herself a new fur coat—or makes her husband buy one—she may imagine that she is wearing the skins of animals who come from the distant coasts of Hudson Bay, or from the steppes of Siberia, but they probably come from France. I do not mean that they are taken from the colonies of silver foxes whose breeding has now become a profitable industry in the neighbourhood of Mont Blanc, in spite of a notorious bogus company promotion in connection with it. I mean that the fur is most probably rabbit, and France is by far the largest producer of rabbit skins in the world. Every woman's wife keeps rabbits in hutches in the corner of the yard, and may be found any evening plucking greenstuff from the side of the road into her apron "four mes lapins!" They are eaten, but they are bred especially for their skins, 100 millions of which were supplied to the fur trade last year, and have no doubt by this time been worked into something as like leather or mink or chinchilla, that only an expert can tell the difference.

RECOGNITION OF RUSSIA

No Evidence of Soviet Good Faith

"JIX'S" WARNING

The Logical Attitude Of The United States

THE ARCOS RAID

As the Minister who was mainly responsible for the raid on Arcos, and for the determination of the late Government to break off relations with Russia, I am more than anxious as to the reasons which have caused the change of policy on the part of the new Government, and which have made them enter into at least a tentative agreement with the Soviet Government of Russia—the country which we, and Mr. MacDonald's friends in America, have declined to recognise.

So writes Viscount Brentford (formerly Sir William Joynson Hicks, in an open letter to the "Daily Telegraph."

REPUGNANT TO MORAL SENSE

I should have been indeed glad if Mr. MacDonald and Mr. Hoover could have included in their recent conversations this question, because America has been, if anything, stronger and more firm than we have in the matter, and has put her refusal to recognise Russia on the highest possible ground.

It is in the year 1920 that Mr. Bainbridge Colby, then Secretary of State in the last Government of President Wilson, startled the diplomatic world by a Note, of precision and courage, on this subject. Here is his statement:

"In the view of this Government, there cannot be any common ground upon which it can stand with a Power whose conceptions of international relations are so utterly alien to its own, so utterly repugnant to its moral sense. . . . We cannot recognise, hold official relations with, or give friendly reception to the agents of a Government which is determined and bound to conspire against our institutions, whose diplomats will be the agitators of dangerous revolt."

Friendly Relations Impossible
The Note went on to explain that this attitude of the American Government was not due to any disapproval or dislike of the political or economic government set up by Russia; that had nothing to do with America, and equally it has nothing to do with ourselves. If Russia likes to be under the rule of Communism—and even worse—it is not a matter about which other nations need concern themselves.

But, with great respect, let me say to Mr. MacDonald, before it is too late, talk this thing over with President Hoover. Personally, I am prepared to stand by my own views; I was prepared for five years as a Minister to do what I deemed to be right without reference to any other nation in the world. But here we have a Prime Minister who desires to work in close touch with the United States, and I ask him what reason there is to suppose that America is wrong.

As I write, the jubilation and the sneers have begun in Moscow; the agreement is described, before the ink on it is dry, as the "route of the pseudo-Labour Government." The official Government Press in Moscow declares that unconditional rehabilitation was the one demand of their Government, and that it has forced the British Government to accept; and further, that they look forward, as a result of the agreement, to the strengthening of their international proletarian connections.

This, indeed, a sorry position for England—once so proud, and now to be trampled upon and jeered at by her new allies. Verily, the Labour party cannot sink much lower.

KING'S COLLEGE

A Centenary Of Engineering

The Governing Body of King's College, London, has taken the opportunity afforded by the centenary of the foundation of that Institution to issue an appeal for funds, in order that a number of chairs, including one in electrical engineering and another in physics, may be adequately endowed. Before opening their purse-strings, however, generous donors like to know something about the qualities of the person or object they are called upon to support, and the wise course has therefore been taken of arranging a series of eight public lectures to show what the college has done during the past hundred years to assist culture in its many branches. Although the Engineering Department has not been in existence for the whole of that period, it has rightly been included; and a very interesting and informative lecture, sketching its history and the careers of those who have taken part in its development, was given by Professor Ernest Wilson, the William Siemens Professor of Electrical Engineering in the college, on October 23. Mr. Llewellyn B. Atkinson, who is an old student and also a Fellow of the College, occupied the chair.

Professor Wilson began by calling attention to a diagram, which showed the variation in the number of students attending engineering courses since 1838. In that year there were 20 students, and this gradually rose to 72 in 1846, falling again to about 40 during the middle 'fifties. After this, owing to the opening of Russia after the Crimean war, and the developments in engineering, particularly in the iron and steel industry, this increased to 180 in 1868, after which there was a further fall and another rise, which culminated in a peak of 804 in 1892. A further peak occurred in 1905 followed by a decrease between then and 1914, partly owing to the closing down of the evening classes. During the war there were only a few students; none of whom was of British nationality, but in 1920 a rush of ex-servicemen sent up the number to 240. Since then there had been a further decrease, though at the moment a new upward tendency was evident. Professor Wilson further pointed out that the Engineering Department had been singularly fortunate in the distinguished teachers and students who had been connected with it. Among the former he cited the names of Daniell, Wheatstone, Clerk Maxwell, Gyllis Adams, D. S. Capper, and John Hopkinson, while among the latter were W. H. Preece, W. Anderson, Douglas Fox, J. Dewrance, A. Siemens, L. B. Atkinson, C. H. Worthington, J. Snell, and J. Highfield. In 1893, the President of the three great engineering institutions, namely, Mr. Harrison Hayter, Sir William Anderson and Sir W. H. Preece, were all King's College men.

The department had also been helped by numerous patrons, among whom the names of Whitworth, Wheatstone, Muntz and Lady Siemens might be mentioned. The King's College Engineering Society was founded in 1847, and was probably the earliest and still was one of the most successful of its kind, though for one year it was turned into a dramatic society owing to the influence of a student named W. S. Gilbert.

With natural diffidence Professor Wilson said nothing about the large part he himself has played in the progress of the department during the long period during which he has been connected with it, but this omission was gracefully remedied by the chairman, Engineering.

SANDHURST ACCENT IN A TALKIE

LOVE IN THE DESERT IN "BEHIND THAT CURTAIN"

A MYSTERY FILM

To say that "Behind that Curtain" is the best "talkie" to come to the "Queen's" Theatre is an exaggeration. It is thrilling in parts, and almost always interesting, but it is not so high an artistic achievement as "Bulldog Drummond." Both begin in London, but the opening of "Bulldog Drummond" with the exquisite scene in the Senior Conservative Club, is finer beyond compare than the bird's eye view one is given of the embankment in "Behind that Curtain."

It is said in any case, the public is no longer interested in "Bulldog Drummond."

Except for one outstanding character (he who plays the part of Sir Frederick Bruce), the enunciation is "Yanqui," though it certainly is not too pronounced. Eve Durand, the soulful-eyed blonde heroine, does call her villainous husband "Uric" for Eric, and says that she "knew" do this for "Yew." But the night watchman, Formey, is a perfect Cockney type, and he turns out to be a nasty little bouncer.

The story is somewhat disconnected, but we are given to understand that Colonel Beetham, explorer and strong silent man, suffers a grand passion for Eve. Cupid's darling hopes, however, are shattered by the entrance of "Uric," who has the conventional heavy tread and an "Aha we meet again" leer on his malicious lips.

Then things happen with great speed. A lawyer with whom Beetham has quarrelled is found murdered, wearing Chinese slippers embroidered with the legend of "read softly so far."

Eve marries "Uric" secretly, and infuriates her uncle thereby and breaks Beetham's heart. He chews his lips, and says, bravely, "I go to the desert." In his office in Scotland Yard, Sir Frederick Bruce gathers up the threads of mystery and decides to "tread softly and go far."

Thence we are led to the land of sherbert and camel bells; beat, beating with love in the perched desert; olive-skinned girls crowning "pooney-pooney," under the punkah, wife beatings and anxious moments under a Persian moon (sic).

A few thousand feet of Fox Movietone film later, and we are rushing about San Francisco. By the time the curtain falls on "Behind that Curtain" one feels like a Cock's tourist.

The film, however, is quite enjoyable, if not flawless, and one need not be bored. The acting of Sir Frederick Bruce, the "brains" of Scotland Yard, is superb. The charm of the man stands out of the film as only a rich personality can, and one wonders why on earth people made such a fuss of Valentino and Ramon Navarro when this beau ideal, a perfect type of cool, daring, cultured British gentleman, was waiting to be known. Without doubt, he is a great "find" of the "talkie," and we hope more will be heard and seen of him. It was as refreshing as a stream to a parched traveller (vide the local G.P.O. motto) to hear the accent of Sandhurst after the blatter of "Uric."

Patrons are strongly recommended to see this film, which is a curious blending of Ethel Dell and Conan Doyle—"Bingo."

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CANTON HOLDING OUT

GUERRILLA BAND CAUSES A SCARE

KWANGSI-ITES THROWN BACK

In spite of supposed disagreement between the Cantonese and the Northern troops who came down from the North to help them, neither the Ironsides nor the Kwangsi-ites are any nearer their goal, Canton.

Yesterday it was made out that the final entry of the enemies of the National and Canton Governments into Canton was imminent. Nevertheless Hong Kong's confidence in the preservation of Canton's banknotes increased!

A Misunderstanding
Misunderstanding arose through intelligence that the Ironsides, after reaching a point on the Canton-Hankow Railway (Kwangtung section) about 35 miles north of Canton, had continued eastward (surprisingly) instead of wheeling southward on their objectives; that by forced marches in one night they had passed the Cantonese flank and were even threatening the defenders' rear by their startling move on the east of Canton, a quarter from which danger was least expected.

This report is now believed to be a myth. It was caused by the operations of a guerrilla band, out to make hay while the sun shone. After withdrawing in order to guard against an enveloping movement, the defenders learned the truth and immediately resumed their positions, because the Ironsides had not moved up in the interval.

Near the confluence of the North and West Rivers, the Kwangsi-ites crossed the waterways at a quiet spot but the number was too small to consolidate their gain and were thrown back after being engaged by the Cantonese.

Ironsides Vanguard?
Late yesterday afternoon, the Ironsides vanguards (who may also have been guerrillas flying their banner) were in action with the defenders up the Canton-Hankow Railway. This may or may not be the real trial of strength for possession of Canton.

Evidently the Ironsides and the Kwangsi-ites are still playing a waiting game, because opposition to the National Government is increasing all over the country. At any moment, Marshal Chiang Kai-shek may withdraw his Northerners, whom he sent to succour Canton, to make a stand for him in South-East China should he be squeezed out of Nanking.

Reliable observers state that Canton was still quiet yesterday and it has to be added that although the authorities are on the qui vive there is no panic.

Complaint Against Northerners
There appears to be some ground for saying that the Cantonese are dissatisfied with the recently-arrived Northerners for not taking a more active part in offering resistance to the Ironsides. The complaint is that the Northerners insist on being no more than reserves. On the other hand, the "local No. 1" appointed by Chiang Kai-shek desires to keep the Cantonese in the front lines. In lack of harmony may lie the undoing of the defenders (and the National Government's) cause in Canton.

"THE KING OF KINGS"
Crowded houses marked the performances at the Majestic Theatre, Kowloon, yesterday, at the showing of Cecil B. de Mille's production, "The King of Kings," to-day being the final day.

Miss Daphne Leigh, the British revue star, sang reverently at the 7.15 and 9.15 p.m. performances.

THE AUSTRIAN CRISIS
Regarding the reported settlement of the crisis in Austria, Mr. Henderson said that he had information beyond that which had appeared in the Press, but he welcomed the report that a satisfactory settlement of the constitutional question had been reached—British Wireless Service.

EDITOR'S DEATH
New York, Yesterday.
The death is announced of Mr. Wm. Peter Hamilton, Editor of the Wall Street Journal—Reuter's American Service.

FRENCH MINISTER
Japanese Government Gives Consent
Tokyo, Yesterday.
Japan has given her agreement to the appointment of M. Demartel as the French Ambassador—Reuter.

STUDENTS' RIOTS
Over 900 Arrests In Seoul
Tokyo, Yesterday.
Over 900 Korean students have been arrested in Seoul following student rioting, necessitating the mobilising of the entire Seoul police, according to vernacular dispatches.

The trouble is the outgrowth of long-standing quarrels between the Japanese and Korean students in the middle schools—Reuter.

As it was, the front axle of Mr. Russell's car was bent, both headlights smashed, and one mud-guard broken. The other car's running board was damaged, and the left side dented.

It was impossible to pull up Mr. Russell's car at such short notice and it ran into the other, although the force of the impact was considerably checked by the action of the quickly applied brakes which slackened the speed of the car.

Mr. Russell's car was bent, both headlights smashed, and one mud-guard broken. The other car's running board was damaged, and the left side dented.

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SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions
To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.
To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.
To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.
Jan. 10—Second annual dance of the Hong Kong Ladies' Hockey Club, at Lane, Crawford's Restaurant.

Entertainments
To-day—Queen's Theatre, "Behind that Curtain."
To-day—Star Theatre, "Fire Brigade."
To-day—World Theatre, "Two Lovers."
To-day—Majestic Theatre, "King of Kings."
Dec. 14—At Theatre Royal, "The Geisha," 9.15 p.m.

Home Malls
To-day—Outward for Europe via Siberia ("Asama Maru"), 6 p.m.
Lammeris' Auctions
Dec. 12—At Sales Room, Toys, 2.30 p.m.
Dec. 12—At Sales Room, Postage Stamps, 5.15 p.m.

Meetings
To-day—Sanitary Board meeting, 4.15 p.m.
To-day—Royal Hong Kong Golf Club Meeting, Jardine Matheson's Board Room, 5.30 p.m.

Miscellaneous
To-day—Helena May Institute Lecture on "The Pre-History of Hong Kong and New Territories," by Dr. J. L. Shellshear, 5.30 p.m.
To-morrow—Social evening in St. John's Cathedral Hall, 9 p.m.
To-morrow—Royal Naval Canteen Concert.
Dec. 12—University Lecture on "Questions Arising out of the Pacific Conference," by Canon Streeter, 5.30 p.m.
Dec. 18—Pianoforte recital by Mrs. Sulter's pupils at St. Andrew's Hall, Kowloon, 5 p.m.

CARS COLLIDE
Two Europeans In One Vehicle
NO CASUALTIES
A collision between two motor cars occurred at the junction of Park and Bonham Roads at 9 o'clock this morning.

One of the cars was owned by Mr. W. Russell, Government Marine Surveyor, who was coming to town with Mr. K. S. Robertson, of the P.W.D. The latter was driving.

The other car was a Chinese owned vehicle in the charge of a Chinese driver.

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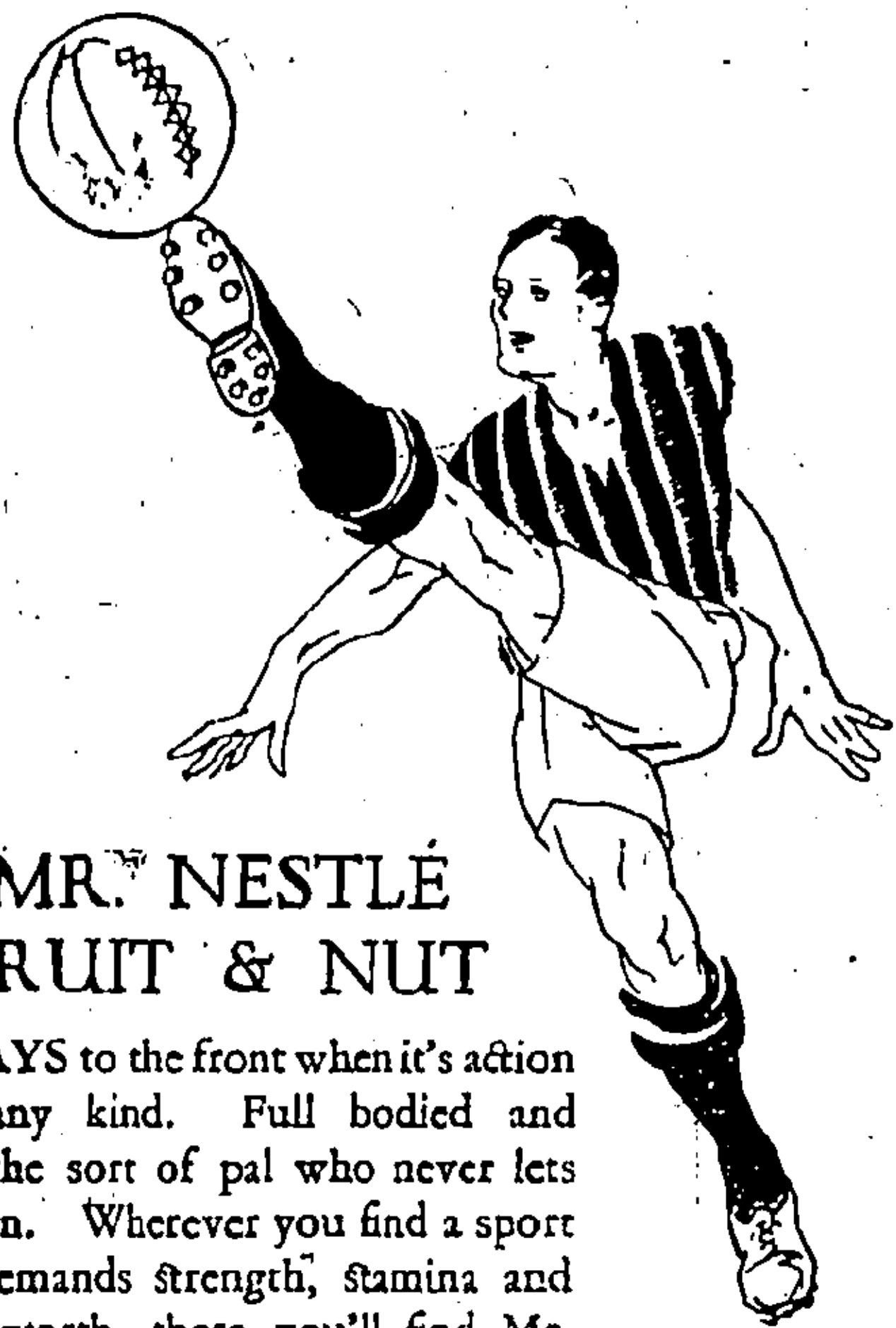
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No. 1 HAMPER—\$42.

1 qt. Moet & Chandon Dry Imperial Champagne	1 qt. Superb Tawny Port
1 qt. St. Julien Claret	
1 qt. Blackberry Brandy	1 qt. Old Brown Sherry Black Seal
1 qt. D.O.M.	1 qt. Puritan Old Tom or Dry Gin
1 qt. Martell's XXX Brandy	1 qt. Burgoyne's Burgundy
2 qts. King George IV. Gold Label or Perfection Whisky	1 phial Pomeroy's Bitters

No. 2 HAMPER—\$38.

1 qt. Goulemet Champagne	2 qts. Tawny Dry Port
1 qt. D.O.M.	2 qts. St. Julien Claret
1 qt. Burgoyne's Burgundy	1 qt. Puritan Old Tom or Dry Gin
1 qt. Martell's XXX Brandy	



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FUTURE OF EMPIRE FREE TRADE

SCHEME FOR PREFERENTIAL USE OF RAW MATERIALS

NO TAXES ON FOODSTUFFS

Rugby, Yesterday.
In the House of Lords to-day, Viscount Elibank asked whether the terms of reference for next year's Imperial Economic Conference had yet been settled, and whether they would permit the Conference to discuss freely and on business lines all aspects of inter-imperial trade. He was anxious that the Conference should be able to discuss the question of Empire free trade.

Lord Melchett, supporting Lord Elibank, said that the Empire was not taking advantage of the fact that it controlled a larger proportion of raw materials of the world. Some scheme ought to be considered by which members of the Empire Unit could obtain preferential advantages over other countries in the use of these raw materials. By acting as one economic unit there would be enormous advantage in negotiating commercial treaties with other countries.

The Colonial Secretary, Lord Passfield, said that it was hoped to hold an Imperial Economic Conference at the same time as the Imperial Conference in the autumn of 1930. It was not possible to give any indication of the agenda, because what would be discussed was just what several members of Conference wished to have discussed. No subject was precluded from the discussion, but the agenda had not assumed any definite form.

It was open to any Government to propose any subject relating to immediately improving Imperial trade. The Government had no intention of giving unsympathetic consideration to anything proposed as calculated to increase inter-imperial trade. The Government would have to negative, however, any proposal for levying taxes upon important foodstuffs that came into this country. The opinion of Ministers was that anything of that kind would not only be inimical to the standard of living of the country, but would entail a crushing Nemesis at the ensuing general election.—British Wireless Service.

HORSTMAN'S AFFAIR

Bills Of Exchange To Be Honoured

London, Yesterday.
It is officially stated that it is anticipated that a large proportion of the £227,000 Bills of Exchange accepted by the Horstman Company will be duly honoured at maturity by drawers. It is now stated that the Horstman Company possesses many assets of considerable value, which are expected to enable the payment of a considerable dividend.—Reuter.

[Mr. Justice Bennett in the Chancery Division, ordered the compulsory winding up of Horstman Company. Counsel for the Company stated that the Company had accepted bills of exchange for £227,000, and had only £33,000 in the bank.]

IRON QUOTATIONS

Uniform Export Of Steel Bars

Brussels, Yesterday.
A message from Charleroi, French Luxembourg, Germany, state that Belgian iron and steel representatives have confirmed the agreement for uniform export of quotation steel bars at a minimum of 110 shillings for Antwerp. It is considered that this will conduce to the stabilisation and even strengthening of prices.—Reuter.

TARIFF TRUCE

League Conference To Meet In January

London, Yesterday.
In the House of Commons to-day, Mr. Henderson announced that Mr. William Graham would represent the Government at the preliminary conference of delegates to discuss the preliminary draft of the convention for a conclusion of the tariff truce drawn up by the Committee of the League of Nations. The conference will meet at the end of January.—Reuter.

TEA REDUCTION

Dutch Growers To Work With Indian

Amsterdam, Yesterday.
At a meeting of the Netherlands tea growers, it was decided to co-operate with British Indian growers for reducing by ten per cent.—Reuter.

WORLD COURT

U.S. Signs Pledge Of Adherence

Geneva, Yesterday.
The United States has signed the protocol pledging adherence to the Court of International Justice.—Reuter.

HAITI SEETHING WITH DISCONTENT

DEMOCRATS DENOUNCE UNITED STATES INTERFERENCE

DISORDERS QUELLED

Washington, Yesterday.
Congress to-day discussed Haiti. Republicans commend the Government's policy on the ground that occupation gave the Haitians a chance. The Democrats to the contrary, criticised the action, and maintained that America should practise what she preaches and clear out of the countries which do not belong to her.

Complete quiet prevails in Haiti. The arrival of fifty marines from Jacmel, pending the arrival of hundreds more, dispelled all possibility of further disorders.

Latin American circles declare that Haiti is seething with discontent against the American occupation of the country.

There is an armed camp at the national palaces, and the Government offices are guarded with United States bayonets and machine guns.—Reuter's American Service.

ANGRY WITH I.L.P.

"Grotesque Conception Of Democracy"

London, Yesterday.
The member of Parliament, Mr. Thurtle, has resigned his membership of the Independent Labour Party, because the Council of the latter endorsed the action of Mr. Maxton and other members voting against the Government on the Unemployment Insurance Bill. Mr. Thurtle, in a letter to the secretary denounces "the grotesque conception of democracy" which makes loyalty to the I.L.P. and not to the larger body of which it is part, the supreme test of political virtue.—Reuter.

For wilfully obstructing a Chinese police detective in the execution of his duty, a Chinese was at the Kowloon Magistracy this morning fined \$20.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank, wire 1/8 3/4
Bank, on demand 1/8 3/16
Bank, 30 days' sight
Bank, 4 months' sight 1/8 3/4
Credits, 4 months'
Documentary 4 months'
On demand 1/9 1/4
On Paris—
On demand 104 1/2
Credits, 4 months'
On demand 111 7/8
On Berlin—
On demand
On New York—
On demand 41 1/2
Credits, 60 days'
On Bombay—
Wire 112 1/4
On demand 112 1/4
On Calcutta—
Wire 112 1/4
On demand 112 1/4
On Singapore—
On demand 72 1/2
On Manila—
On demand 82
On Shanghai—
On demand 75 1/2
30 day's sight (private paper)
On Yokohama—
On demand 83 1/2
Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 11.48
Silver (per oz.) 22 1/2
Bar Silver in Hong Kong 3% prem.
Copper, Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 7% p.a.
Chinese Sub. Coin 23% dis.
Hong Kong Sub. Coin 1/4% prem.

LONDON EXCHANGES

London, Yesterday.
Paris 124.01
New York 4.87
Brussels 34.87
Geneva 25.12
Amsterdam 12.095
Milan 93.25
Berlin 20.385
Stockholm 18.095
Copenhagen 18.185
Oslo 18.205
Vienna 34.679
Prague 164 1/2
Helsingfors 194 1/2
Madrid 108.25
Bilbao 108.25
Athens 375
Bucharest 518
Rio 6 25/32
Buenos Aires 46 7/32
Bombay 1/5 29/32
Shanghai 2/2 1/2
Hong Kong 1/8 1/2
Yokohama 2/0 3/32
Siberian Spot & Forward 22 1/2
—British Wireless Service.

PENINSULA HOTEL

BALL ROOM

CARNIVAL

SATURDAY, 14th DECEMBER, 1929

(Fancy or Evening Dress)

DINNER \$4.00 per head

Tables may now be reserved.

THE HONGKONG & SHANGHAI HOTELS, LTD.



HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 10th December, 1929.

Stock.	Buyers	Sellers	Sales	Num	Dividend.
Banks.					
Hong Kong Bank	...	1335	...	...	£3 Int. 1929
(Lon. Reg.)	...	...	...	125	...
Chartered Bank	...	...	...	181	7/ Int. 1929
Mercantile Bk., A.B.	...	...	...	801	20/- Int. 1929
Do., C.	...	...	...	151	8/- Int. 1929
Bank of Asia	95	...	...	...	6 1928
Insurance.					
Canton Ins.	...	...	...	695	40 1928
Union Ins.	397	...	...	...	£2 1928
Yangtze Ins.	...	...	...	50	M. \$3.50 1928
China Underwriters	...	220	...	...	18 1928
China Fire Ins.	...	...	...	310	43 1927
H. K. Fire Ins.	...	...	...	...	...
Shipping.					
Douglases	...	...	...	251	4 1924
H. K. Steamboat	...	...	...	...	1 1928
Indo-China (Pref.)	...	...	...	46	12 (for 1924 6/-) - 1925 6/-
(Def.)	...	...	...	...	...
Shell Transport	...	...	...	...	5s. 1928
Union Waterboat	...	...	...	...	1.50 1928
Mining.					
Benguet	...	...	...	470	0.25 1929
Kalon Mining Ad.	...	...	...	...	9/- Int. 1928-29
Langkat (Cont.)	...	...	...	...	13.60
(Single)	...	...	...	...	7 1/2 1925-27
S'hai Exploration	...	...	...	...	1.50
Loans	...	...	...	...	5 1928
Loans	...	...	...	...	Int. 1/6 1929-30
Tianoh Mines	...	...	...	...	4 1/2 1923
Docks, Wharves, Godowns, &c.					
H. K. & K. Wharves	...	...	...	145	8 1928
H. K. & W. Docks	...	...	...	...	4 1924
China Provident	...	...	...	...	1.20 1924
Hongkong	...	...	...	...	73 Int. 1929
N. Engineering	...	...	...	...	0.40 1928
Shanghai Docks	...	...	...	...	7 1/2 1928-29
Cotton Mills.					
Ewo Cottons	...	...	...	141	70.40 Int. 1929
S'hai Cottons (old)	...	...	...	...	12.50 1929-30
(new)	...	...	...	...	11.25 1929-30
Zoong Sings	...	...	...	...	70.60 1928-29
Lands, Hotels & Buildings.					
H. K. & S. Hotels	...	...	...	10.90	1.30 1924
H. K. Lands	...	...	...	...	2 Int. 1929
Shanghai Lands	...	...	...	...	73 Int. 1929
Humphreys	...	...	...	...	1 1928
H. K. Realities	...	...	...	...	0.30 Int. 1929
Chinese Estates	...	...	...	...	4 1928-29
Public Utilities.					
H. K. Tramways	...	...	...	181	0.60 Int. 1929
Peak Trans. (old)	...	...	...	...	0.50 1928-29
(new)	...	...	...	...	0.50 1928
Star Ferries	...	...	...	...	0.25 Int. 1928-29
Ch. Light (old)	...	...	...	...	0.50 Int. 1928-29
(new)	...	...	...	...	0.50 1928
H. V. Electric	...	...	...	...	...
Macro	...	...	...	...	...
Sandakan Lights	...	...	...	...	...
H. K. Telephone	...	...	...	...	0.10 Int. 1929
China Buses	...	...	...	...	70.60 1928
S'hai Trams (old)	...	...	...	...	1/- 1928
(Pref.)	...	...	...	...	...
Industrials.					
China Sugars	...	...	...	...	In Liquidation
Malayan Sugars	...	...	...	...	2.8 1928
Cald. Macg. Ord.	...	...	...	...	...
Pref.	...	...	...	...	...
Canton Ice	...	...	...	...	...
Ceneca (old)	...	...	...	...	...
(new)	...	...	...	...	0.80 1925
H. K. Ropes	...	...	...	...	1.35 1924
United Asbestos	...	...	...	...	...
Stores, &c.					
Dairy Farms	...	...	...	...	1.25 1928
Wansons	...	...	...	...	0.80 1927-28
Der-A-Wing	...	...	...	...	0.80 1925-26
Lat. Crawford	...	...	...	...	2 1928-29
Mackintosh	...	...	...	...	1/- 1928
Sinocera	...	...	...	...	0.25 1928-29
Wm. Powell	...	...	...	...	...
Miscellaneous.					
H. K. Amusement	...	...	...	...	2.50 1928-29
Do., 11 Referred	...	...	...	...	1.00
H. K. Construction	...	...	...	...	...
H. K. Govt. Loans	...	...	...	...	...

QUEEN'S

ALL
TALKING

BEHIND
THAT
CURTAIN

TO-DAY
TO
THURSDAY

Sentence of six weeks hard labour was passed on an unemployed Chinese at the Kowloon Magistracy to-day, the accused admitting that he stole a pair of green canvas shoes from a Chinese woman living in Shanghai Street.

Sport Columns

RUGBY FOOTBALL RAMBLINGS

C. D. WALES DOING GREAT THINGS

INTERPORT TRIALS

(By "All On")

I see that C. D. Wales has been doing great things in Shanghai these recent days. He did not get his place in the Interport Cricket Team which came down last month; but he certainly has got the local Rugby Football reporters properly by the ears. They seem to have no words loud or expressive enough adequately to praise his play. He is the Captain and bright, particular star in the Armoured Car Company XV, which had a very close game the other day with the Wiltshire Regiment. In this friendly match he was playing on the same side as our old friend (and opponent), Dunkley, who was, unfortunately, a bit off colour, but did splendidly nevertheless.

Taking Time by Forelock

It may be pernicious heresy in these days when the competitive spirit in its more acute forms is held in such low esteem; but it gave me "furiously to think" when I heard of Interport Trials played in the Northern Port over a fortnight ago. And two of them on the same afternoon! The Shanghai Rugby Union Football Club are certainly taking time by the forelock; and, since our selectors have less time in which to make their choice, I suggest that it is high time they also got a move on in the matter. In the principal game mentioned above, Charles Wales once again distinguished himself, and if report speaks correctly of the excellence of his partner, the pair are going to be a tremendous thorn in the flesh of the halves who are chosen to uphold our honour next month. The Captain two years ago of our XV which brought back the flag from Shanghai was the outstanding player on the "Colours" side, sharing eulogistic comment with Hubbard who "showed meteoric form in one of his now rare appearances" on the "Rugger" field. However, we have suffered previously and that without definite detrimental effect from reported storming successes in Shanghai's Interport Trials games; and this season again I have not the slightest doubt our representatives will go all out to confound the critics and bring back "the goods" much as we have reason to respect Mr. Wales's ability in both attack and defence.

Club v. "Cornwall" Seconds

On Thursday last an evening game was played at Happy Valley between a Club Fifteen and the "Cornwall" Seconds. The Civilian turned out a fair side and won comfortably by 8 points to 3. The Sailors were slightly depleted owing to camping arrangements; but I noticed they fielded their First XV halves, Davis and Porter, behind a hefty scrum, included McLean and Griffiths, both of whom have been conspicuous in the previous week's big game. Coppin showed up well and is improving every time he plays. He finks nothing and one dribble of his proved talents in this direction worthy of Interport consideration. Another player, new to the Club side was Henry. He had a couple of solo runs which marked him as a potential scores of no mean order.

"Berwick" v. Club

In last Saturday's game, a broiling sun, and little or no breeze to cool the heated atmosphere of a very warm afternoon, detracted considerably from the spectacular keenness in the match between the "Berwick" and the Club. As I pointed out in these notes last week, this game was changed over from Wednesday to make room for the Interport "Soccer" Trial.

Optimists, including myself, had been praying for one of those cool, bleak days which frequently happen along in the month of December. On Saturday for example! As a result of the striding heat, both sides played extremely lackadaisical stuff, and the general play was anything but conducive to wild enthusiasm on the part of the handful of spectators who gave the Races a miss in order to be present.

However, it was a well-fought game and the score of 14 points to 3 in favour of the Club just about represents the run of play. The result might quite easily have been otherwise had it not been for a trio of solo runs by Plummer, Lammert and Goldman, only the last of which was converted by Scott. Goldman later received a "cumshaw" try from the "Berwick" full-back, Allen, who otherwise played a splendid game. The loser's try was well-

ENGLISH CUP REPLAYS

London, Yesterday.

Two replayed English Cup ties (first round) were decided to-day, namely:
Clapton Orient 4, Folkestone 1.
Doncaster 3, Shildon 0.
—Reuter.

earned and really overdue, coming through Moore after a vigorous forward run. The Club's Captain and wing-forward, Massey, was certainly very closely watched by the referee. Mr. Ewin gave more free-kicks in this game than I have ever seen him do before. Clark and Ross played excellently together, and with practice and confidence, the pair ought to solve the half problem for the Club.

Goldman's Return

Reflections on Goldman's return to both "rugger" and "soccer" last week would be incomplete without reference to the possibility of his being chosen to represent the Colony in both codes. I have no hesitation in saying he is well in the running. Now, it is extremely probable that the two Interport games will be played on successive days—January 31 and February 1—unless some special arrangement is come to. It seems doubtful if either side is entitled to take the risk of being dependent on his ability to face a big and important game after a gruelling contest on the previous afternoon. He was certainly going great guns on Saturday, after being directly instrumental in scoring six goals on the preceding Wednesday. But, then, the Athletic-South China Eleven was most assuredly not a Shanghai Interport side.

Fate, in the form of Naval transfer to the North, seems to be militating against any imminent possibility of good games; but surely something could be arranged to sustain interest and help in keeping our men fit. I hope there will be some sort of a game on Friday.

HOCKEY

The following have been selected to represent the University 2nd XI against the Y.M.C.A. at King's Park at 5 p.m. on Thursday:—A. A. Aziz (Captain), V. Enok, N. Chamarette, E. L. Harrison, O. J. de Souza, J. J. Gutierrez, N. Noronha, Dick, Koh Nai-poh and Ng Kam-sol.

St. Andrew's to Play Y.M.C.A. There will be a hockey match to-day, at 5.15 p.m. (sharp) on the H.K.H. Club's ground at King's Park, when the St. Andrew's Club will meet the Y.M.C.A.

FAMOUS RUNNER IN SHANGHAI

WELL-KNOWN GERMAN ATHLETE TO GIVE EXHIBITION

DR. O. PELTZER

Most people in Shanghai interested in athletics probably have heard of Dr. O. Peltzer, who ranks amongst the speediest middle distance runners the world has known, and they have certainly seen many photographs of him in Home papers, the virile pose which characterized his finishes being as appealing to the photographer as it was to the athlete. He was amongst the first of the new school of German athletes to invade Great Britain, and, if he does not hold for many years the record of one of the most successful, it will only be because of the rise of some absolute phenomenon in the German athletic world.

Exhibition Races

Dr. Peltzer recently ran in some exhibition races at Tientsin against the famous Scottish athlete, Eric Liddell, who is said to be the fastest man ever seen on a Rugby field. Dr. Peltzer on Nov. 31 was a visitor in Shanghai and on December 1 he gave a demonstration on the grounds of the China National Amateur Athletic Federation, Rue du Pere Froc, Shanghai.

Recent messages stated that Dr. Peltzer had secured an appointment in Mukden, but this is not the case. There was a time when it was hoped he would join the staff of the German School in Shanghai, but the appointment which it was thought he could have filled happened to have been given to another of his countrymen. He is now on a prolonged tour, "just seeing the world."

Now thirty years of age, Dr. Peltzer has competed in running races in Germany since he was twenty, but he was little known outside his country before 1926, when he beat the British Olympic champion, Lowe, and, incidentally, established a new world's record time, following up this victory shortly afterwards in Berlin by decisively defeating the Finnish wonder, Nurmi, who until then had been considered unconquerable, in a race over 1,500 metres, lowering the world's record over that distance.

American Offer

The immediate result of these victories was a very substantial offer from an American syndicate to turn professional, which however, Dr. Peltzer refused, as it was his ambition to represent his country in last year's Olympic games at Amsterdam. Unfortunately for him, when the great event materialized, he was still suffering from the after-effects of an injury to one of his ankles which prevented him from realizing his long-cherished hopes. However, his recent decisive victories over the fastest runners Japan could pit against him, and his victory over 800 metres at Tientsin only recently, over the renowned world record man and Olympic champion, Eric Liddell, who had previously beaten him in a 400 metres race, a distance which is Liddell's speciality but is rather too short for Peltzer—show conclusively that he now once more is in his best form.

To Visit Japan

Dr. Peltzer is shortly leaving for Manila, where he will take part in the athletic carnival to be held on the 15th of this month. From there he intends to go to Australia, where he will sojourn during January and February, and compete in a number of track meetings. Dr. Peltzer holds the world's records over half a mile, 1,000 and 1,500 metres, besides numerous German national records.

Agreements between the Postmaster-General and telephone subscribers were a "heads I win and tails you lose" form of contract, said Judge Shewell Cooper in the Mayor's and City of London Court.

PHIL SCOTT'S GREAT FIGHT

TO MEET VICTOR FOR WORLD CHAMPIONSHIP

DEMPSEY AS REFEREE

New York, Yesterday.

Phil Scott's meeting with Otto von Porat to-night is a definite crisis in his career. The winner will meet the victor of the Sharkey and Schmelling fight in 1930 for the World's Championship.

Betting is 7 to 5 in favour of Scott, who scaled at 204½ pounds. Von Porat weighs 198½ pounds. The takings at Madison Square are expected to reach 216,000. The referee, Jack Dempsey, is making his debut in that capacity.

Scott Victorious

Scott won on a foul in the second round.—Reuter's American Service.

GOLF

Schleswig Cup Result At Tungshan

[From Our Own Correspondent.]

Canton, Yesterday. Play for the Schleswig Cup took place at Tungshan on Sunday. This is a match over 36 holes medal play and is one of the most attractive tournaments of the year. The winner was Mr. R. K. Batchelor (11) with a net score of 152.

In the morning O. Rutherford (18) led the field with a net 74; B. B. Anthony (15) had 76; E. R. Hill (16) net 77; and R. K. Batchelor (11) net 78. The rest of the players ranged from 79 to 86 net. This was not a very high standard of play, but the course was difficult owing to the bad condition of the turf.

In the afternoon—Rutherford cracked completely in the first 9 holes and put himself out of the competition, and it was a fight between Anthony, Batchelor and Hill. Over the first 9 Hill was well in the lead, as Anthony cracked slightly, but in the second 9 he went to pieces and Batchelor, who had been playing steady golf pulled it off, returning a card of 74 net.

Final result:—
R. K. Batchelor (11) ... 78-74=152
B. B. Anthony (15) ... 76-81=156
E. R. Hill (16) ... 77-81=158
A. T. Lay (5) ... 86-73=159

There was a large entry. The best net 18 holes was returned by A. T. Lay in the afternoon, 73.

Junior Championship of Kowloon

The following is the draw for the first round of the Junior Championship of the Kowloon Golf Club to be played on Sunday:—

C. G. Anderson v. H. Munday.
T. J. Price v. S. H. Harris.
E. O. Murphy v. A. Laughton.
A. A. Dand v. W. Miller.
F. E. Skinner v. F. W. T. Ross.
G. Castle v. W. Borrowman.
J. B. McCaw v. W. Orchard.
H. G. Swinburne v. J. S. Smith.
The second round will be played on December 29, the semi-final on January 12, and the final on January 26.

REVOLUTION OF LAWN TENNIS

NOW OPEN EQUALLY TO AMATEUR & PROFESSIONALS

ONE TOURNAMENT YEARLY

London, Yesterday.

The proposal that lawn tennis should be developed more like golf, with tournaments open equally to professionals and amateurs, has received the blessing of the Lawn Tennis Association, at the annual meeting of which it was passed by 242 to 67 votes. It will now go to the International Federation meeting in March, where it has every chance of success, as America has already promised to support Britain's proposal. The limits of such tournaments will be one annually.—Reuter.

YACHTING

Third Ladies' Championship Race

The third ladies' championship race of the Royal Hong Kong Yacht Club was sailed yesterday over a 7.4 miles course as follows:—

Channel Rocks (P), Kowloon Rocks (P), Mark on Line (P), Channel Rocks (S).
The result was as under:—

"H" Class

(Started 3 p.m.)

Boat	Time	Corrected
Rolla (5)	4:15.38	4:15.38
La Linda (3)	4:14.15	4:13.38
Diana (4)	4:16.50	4:14.22
Colleen (1)	4:16.07	4:11.11
Dorothea (2)	4:18.20	4:12.47

"I", "Y" and "G" Class

(Started 3.05 p.m.)

Boat	Time	Corrected
Daphne (5)	4:31.45	Scratch
Haleyon (3)	4:34.14	"
Why Wonder (6)	4:32.48	"
Wings (2)	4:31.05	"
Bluenose (3)	4:31.15	"
Boojum (1)	4:30.28	"
Speedwell (4)	4:31.29	"
Adanac (7)	4:33.15	"

In Sunday's yacht racing, reported yesterday, there was a slight error in the position and points of the Yacht Club boats. Diana should be fourth with 13 points, and Dorothea second with 15 points.

CRICKET

The following will represent the University 2nd XI. in a friendly match against the H.M.S. "Hermes," to-morrow at 2 p.m. sharp on the University ground:—
A. A. Aziz (Captain), S. R. Kermani, A. Chan Fook, K. T. Loke, K. P. Gan, G. E. Yeoh, C. Candah, H. E. M. Adams, P. L. Tan, A. Rodrigues, A. T. Nomanbhoy.

For forging and uttering two wills purporting to be those of a solicitor who left £231,000, Alexander Henry, professional dancer, was sentenced at the Old Bailey to eight years' penal servitude.

ROYAL

AN IDEAL GIFT FOR THE STUDENT AT CHRISTMAS

The Royal Portable Typewriter heads the list of school and college necessities. Because of its great day-to-day helpfulness, it makes an ideal Xmas gift to the student.

So simple to operate. It is the quickest, the easiest, way of conveying thoughts to paper. At its lively keys, the handicap of handwriting gives way to neatly typed reports and theses, so pleasant to read that even the sternest professor is inclined to give higher marks out of sheer gratitude.

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World News In Pictures

Mrs. Wilson Feted in Tokyo



Mrs. Woodrow Wilson, wife of the late President, is seen as she was greeted at a Tokyo garden party by the Viscount Shibusawa, "the grand old man" of Japan.

Heads American Surgeons



Dr. C. Jeff Miller, who is President-elect of the American College of Surgeons, which recently concluded its annual meeting in Chicago. He will take office in 1930.

Flying Phone Booths



Above: The flying radio plant, constructed at a cost of \$100,000, which has been brought to Hadley Airport, Hadley, N.J., for experimental work by the Bell Telephone Laboratories. The plant is fully equipped to test airplane radio communication. Below: One of the two laboratory benches in the plane at which scientists are constantly working for the perfection of communication between air and land stations.

Very "Dry" Senator



Senator Sheppard, of Texas, one of the ardent Democratic sponsors of Prohibition, offered an amendment in the Senate to make the purchaser of liquor equally liable with the seller. His proposal is liable to have little chance of adoption during this session of Congress.

\$75,000 For. Thaw's "Spanking"



Marcia Eastardus, Broadway entertainer, was awarded \$75,000 by a jury in her suit against Harry K. Thaw, alleging assault. She had sued for \$100,000, charging him with having beaten her with a hair brush in his apartment on New Year's Day, 1927.

Musical Marvel



Ettore Rici, eight-year-old violinist, who created a sensation in New York when he made his debut at the opening concert of the Manhattan Symphony. The child played the Mendelssohn concerto, one of the standard classics of the repertoire for violin and orchestra, and he played it without compromise of any sort, either as to its length or its content, even inserting the difficult Kreisler cadenza in its opening movement. He was completely wrapped up in his performance, apparently forgetting his audience.

Will Try For New Record



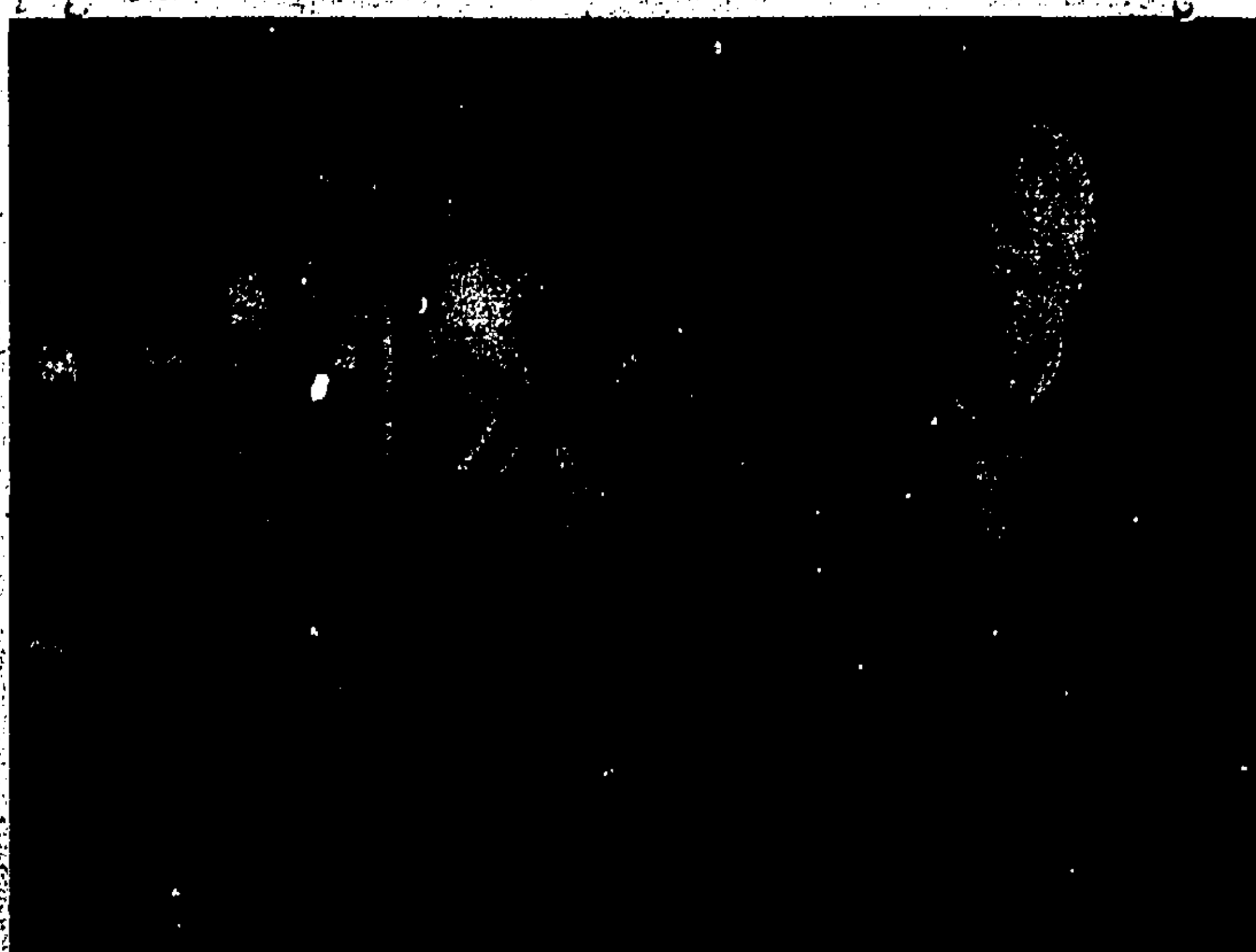
Left to right—Bobbie Trout and Eleanor Smith, of Los Angeles, two outstanding aviators, are preparing for an endurance refueling flight at Los Angeles in a Bonaparte plane, powered by a Wright motor. The plane is equipped with radio sending and receiving sets, beds, and all the facilities for a comfortable existence for two or three weeks. The girls' plane will be refueled by Paul Whittier and Foa Robinson.

\$50,000,000 Goes Up In Smoke



Captain E. W. Nast and J. C. Wist, of the Hollywood Fire Department, inspecting rolls of film in the laboratory of the Consolidated Film Industries, at Hollywood, following the explosion and fire which caused an estimated damage of \$50,000,000 and loss of one life. The bulk of the loss lies in the destruction of the countless rolls of master negative feature films which cannot be replaced. The building itself was only valued at \$400,000.

Thomas Edison Honoured



Thomas A. Edison, whose first successful incandescent lamp gave 15 candlepower of illumination, contrasts that attempt with the lamp achievement of the day, a 50,000 watt lamp capable of 150,000 candlepower.

WITH ALL THE PEP
of a Jazz Band.



All the Poise
of a
Drum Major



The Assurance
of a
Radio Announcer.



The Attention that
a Manipulator
Caught Short in the
Market
Gives the Ticker



The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



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NEW 1930 ISSUE



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Dollar's worth.



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is turned over in the Colony and re-
mains in the Colony for the Colony's
Good.

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The China Mail

Tuesday, December 10, 1929.
Eleventh Moon, 10th Day.

ESTABLISHED
1845

大英十二月十號 禮拜二日
中華民國已巳年十一月初十

HONG KONG, TUESDAY, DECEMBER 10, 1929.

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"ACHILLES" Due 10th Dec. For Shanghai, Moji, Kobe & Yokohama
"ANTENOR" Due 12th Dec. For Shanghai, Tientsin & Dairen

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For freight, passage rates and information apply to—

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POST OFFICE NOTICE.

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this.
Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS

From	Per
Shanghai and Amoy	TUESDAY, DECEMBER 10
Shanghai and Swatow	WEDNESDAY, DECEMBER 11
Australasia and Manila	THURSDAY, DECEMBER 12
Amoy	Takliwa
Straits	Jeypore
London (Parcels, Nov. 7) and Straits	Antenor
Japan	Sydney-Marui
Canada (Victoria, B.C., Nov. 23), U.S.A.	Empress of Asia
Japan and Shanghai	FRIDAY, DECEMBER 13
Japan	Sado Maru
Japan and Shanghai	Hakone Maru

OUTWARD MAILS

For	Per
Saigon	TUESDAY, DECEMBER 10
Straits, Rangoon and Calcutta	Telamachus
Swatow	Penang Maru
Swatow	Taming
Swatow	Kwongsang
Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco	Asama Maru (Due San Francisco, Jan. 3, 1930.) and "Europe via Siberia." Registration Dec. 10, 4.15 p.m. Letters 5 p.m.
Shanghai and Europe via Siberia	Asama Maru Registration Dec. 10, 5 p.m. Letters 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Persans (Due Marseilles, Jan. 10, 1930.) G.P.O. Registration Dec. 10, 1.45 p.m. Letters 2.30 p.m.
K.P.O.	Registration Dec. 10, 1 p.m. Letters 1 p.m.
Haliphong and Wuchow via Haliphong	WEDNESDAY, DECEMBER 11
Holhow	New Mathilde
Java via Batavia	Thibadar
Amoy	Liangchow
Haliphong	Canton
Amoy and Japan	Talamba
Foochow and Wei Hai Wei	Chip Shing
Shanghai	Achilles
	Registration Dec. 11, 5 p.m. Letters 6 p.m.

* Superscribed correspondence only.

STRENGTH OF UNITED STATES' NAVY

CRUISERS "EQUAL TO ANY FOREIGN OF THE SAME TYPE"

BUILDING FOR PEACE

Washington, Yesterday. Mr. Adams, Secretary for the Navy, in his annual report to President Hoover, does not refer to the London Naval Conference, or the orders for stopping cruiser construction pending the conference, but announces the discontinuance of the United States practice of maintaining a naval force in European waters.

He says that the operation of naval forces in the United States during the year were based on 81,000 enlisted men, of whom 10,771 were employed in aviation.

An increase of 500 men had been authorized during the current year. Vessels maintained in full commission with forces afloat, comprised 16 battleships, two cruisers, 13 light cruisers, three aircraft carriers, 103 destroyers, and 80 submarines. Of aircraft, 28 machines were attached to the forces. On June 30 the modernisation of the battleships "Oklahoma" and "Nebraska" cost \$13,600,000. The battleships "Pennsylvania" and "Arizona" were now being modernised at a cost of \$14,800,000. They would be completed by March 1, 1931, when the modernisation of ten out of thirteen pre-Jutland battleships in service would be completed. The modernisation of the remaining three, "New Mexico," "Mississippi," and "Idaho," was recommended by the Naval Department, but not yet authorized by Congress. All the eight light cruisers authorized in December, 1924, will be completed by March, 1931.

Contracts had been awarded for the construction of five out of 15 light cruisers authorized in February last and the Navy Department recommends immediate steps to provide parity of the aircraft carrier tonnage laid down by the Washington Treaty.

Mr. Adams dwells on the efficiency of the aviation with the fleet, and says that it is believed that the cruisers now being constructed and authorized would be at least equal in offensive and defensive armament to any foreign vessels of the same type. — Reuter's American Service.

RESERVE BANK

Rediscount Lowered To 4½ per Cent.

Washington, Yesterday.

The Reserve Bank of Atlanta has lowered the rediscount rate to 4½ per cent. This is the fifth Federal Reserve Bank to lower to this rate, the others being in New York, Boston, Chicago and San Francisco. — Reuter's American Service.

U.S. RETAIL TRADE

Washington, Yesterday. Reports to the United States Chamber of Commerce show that the retail trade in the United States is improving, owing to holiday buying, cold weather, and increased confidence in the business outlook.

November sales of retail dry goods stores are reported ahead of those of last year, while collections of outstanding accounts are slightly better. — Reuter's American Service.

JUNK COLLISION SEQUEL

MR. W. A. ZIMMERN TO THE RESCUE

ACCOUNTANT CHARGED

How a junk collided with a sampan in the harbour yesterday was told at the Marine Court this morning before Mr. T. W. H. Hosegood, when the accountant of the junk was charged with committing a breach of licence in that he had failed to stop his craft and to render assistance to those who were thrown into the water.

Mr. W. A. Zimmern, of the Hong Kong Hotel, said in evidence that he was on board the Hotel launch near Kennedy Town waiting for the s.s. "Canton." Suddenly he heard cries of "save life." Looking around, he saw that a woman, a man, a child and an infant were in the water. He at once ordered his launch to steam to the spot, and, after much difficulty, he rescued the four of them. He then noticed for the first time that a sampan had capsized as a result of a collision with a junk.

He also saw that the junk was run-

	Degrees
Temperature, 10 a.m., to-day	65
Temperature, 4 p.m., yesterday	70
Humidity, 10 a.m., to-day	82
Humidity, 4 p.m., yesterday	68

ning away, and, after he had carefully put on warmer clothing on the baby, he boarded another launch and gave chase to the escaping junk. In the hurry he was not able to say whether the junk had lowered its sail.

Allegation Denied

The accountant of the junk denied the allegation. He said that immediately after the accident he had lowered all sails, and his craft was only drifting when Mr. Zimmern came up on a launch. He did not know that a sampan had capsized.

His Worship said that there was a doubt as to whether the defendant had lowered his sails. Mr. Zimmern could not say definitely whether the sails were up or down. He would therefore have to give the benefit of the doubt to the defendant.

Then, through the interpreter, his Worship told the defendant that the charge was a very serious one, and that he would do himself a world of good if he studied the conditions of his licence. It was a very serious thing for anyone not to assist in saving lives at sea. This time he would dismiss the defendant because there was a doubt in the evidence.

THANK OFFERING

Fund For King's Recovery Closed

London, Yesterday.

The Thank Offering Fund for the King's recovery has closed with a total of £689,597, including 100,000 guineas from "Audax." The money goes to various hospitals and for the purchase of radium through the National Radium Fund. — Reuter.



"THE KING OF KINGS"

Added Attraction — 7.15 & 9.30 p.m. performance
"MISS DAPHNE LEIGH"
English Revue Star will sing appropriate songs during screening.

AT THE MAJESTIC

Special Prices: Stalls 20 cents, Dlx 40 cents, Balcony 20 cents, Dress Circle 40 cents, 9.30 p.m.

BRITAIN & THE SOVIET DISPUTE

OUR DIPLOMATIC RELATIONS WITH RUSSIA

EXCHANGE OF GUARANTEES

London, Yesterday.

In the House of Commons at question time, Mr. Arthur Henderson said that he had received the text of the Chinese Government's reply to the British Note in regard to Sino-Soviet dispute, and a telegraphic summary of the Soviet reply. The Chinese and Soviet authorities were now hurrying negotiations, and he did not at present contemplate taking any further steps. He had no knowledge of the attitude of the other Powers in the matter. There had been no recrudescence of military activity.

Mr. Henderson admitted that the Soviet reply described the representation made to them as unjustifiable interference and an unfriendly act on the part of the British Government, but he did not answer a Conservative member's question as to whether that was the sort of reply to expect from a friendly nation. — Reuter.

Rugby, Yesterday.

When invited to make a statement regarding the recent representations to the Chinese and Soviet Governments, calling the attention to their position under the Kellogg Pact in relation to the situation in Manchuria, Mr. Henderson said that the Chinese and Soviet Authorities were now carrying on negotiations, and he did not, as at present advised, contemplate taking any further steps. He had no knowledge of the attitude of other Powers in this respect. There had been no recrudescence of military activity.

Mr. Henderson, replying to a question, said that the question of the exchange of guarantees against propaganda between the Government in the Dominions and the Soviet Government was still the subject of negotiations between the Government in the United Kingdom in consultation with the Governments in the Dominions and the Soviet Government. — British Wireless Service.

WARSHIPS DEPART

(Continued from page 1.)

WAR GIFTS STOLEN

The Central Government has completed plans to deal with the mutineers. The mutineers seized 30 passenger cars over 100 freight cars and all the food, uniforms, ammunition, besides war gifts stored at a station and intended for the troops at the front. — Canton News Agency.

APPEAL TO CHINA

Endure Suffering a Little Longer

Nanking, Yesterday. Addressing Pressmen to-day, President Chiang admitted Shih Yu-san's mutiny and Tang Sheng-chi's rebellion, which were unexpected, as he had treated them generously.

The present crisis is a step which the Revolution must undergo to achieve success. Being entrusted with the responsibility to maintain peace and order, he will fight to his dying breath; as long as there is one loyal soldier left, he will exterminate the rebels.

Not to Retire
If there is any person able to preserve peace and complete the work of the Revolution, President Chiang is willing to sacrifice personal interests, but for him to retire now, will only play into the hands of the reactionaries, Communists and Peiyang militarists, who will plunge the country into greater confusion and disaster.

Be Patient and Endure
The Government has the military situation well in hand. The officers and soldiers at the front and responsible local authorities do not support the rebels. The Nation should support the Government and not listen to rumours. As soon as peace and unity are attained, he will see that party affairs and national politics be fundamentally re-adjusted. The President asked the Nation to be patient—endure suffering a little longer. The Government will preserve until all rebellions are suppressed. — Canton News Agency.

LONG DISTANCE TALK

New York, Yesterday. The first business talk between a passenger in a liner and a business man ashore was successfully carried out to-day when Sir Thomas Lipton, who was returning to England aboard the "Leviathan," which was three days out, communicated with the advertising expert Mr. William Rankin, who was seated in his hotel in Atlantic City.

The conversation was very audible. It cost \$7.64 for every three minutes. — Reuter's American Service.

AN EPIC OF FIRE-FIGHTERS!

THE FIRE BRIGADE

With

MAY McAVOY, CHARLES RAY

AT THE STAR TO-DAY & TO-MORROW
At 5.30 & 9.20

RONALD COLMAN

VILMA BANKY

AND

IN

"Two Lovers"

A FRED NIBLO PRODUCTION

AT THE WORLD TO-DAY & TO-MORROW
At 2.30 & 7.15 Interpreter
At 5.15 & 9.15 Full Orchestra

VIOLENT STORM

(Continued from Page 1.)

Two seaplanes at Brest capsized on the roadstead, one pilot being drowned. The Italian cargo steamer "Chieri," 5,334 tons, has been sunk. The crew took refuge on rafts, and six were saved.

STILL POURING WITH RAIN

London, Yesterday.

Squally westerly winds and pouring rain ushered in the fifth day of the great storm. The first boat on the cross-Channel service for three days, the "Maid of Orleans," left Folkestone this morning in the teeth of a 60 mile-an-hour gale. Services have now been resumed from Dover.

ROYAL TRAIN DELAYED

For the first time in history the Royal Train arrived in London late. People waiting over an hour in the pouring rain cheered Their Majesties, whose journey from Sandringham was delayed by a head wind and floods.

They were accompanied by the Danish Majesties, who spent the week-end at Sandringham, together with the Norwegian monarchs.

The Court will return to Sandringham for Christmas. — Reuter.
The steamer "Britannic," 2,500 tons, is in difficulties off the Pembroke-shire Coast and, although a trawler and tugs are standing by, the steamer cannot get a man on to the fore-castle to make fast because of the wind and sea.

LAND CASUALTIES

On land several people have been killed by falling trees and chimneys, and heavy rains have caused further extension of floods, particularly in the Thames Valley.

WRECKED OFF IRELAND

Rugby, Yesterday.

For the fifth day in succession, Southern England was again swept by gales, and gusts of between 70 and 80 miles hourly were recorded in-land, while in the western approaches to the English Channel, winds of hurricane force were still blowing this afternoon. Further reports of damage to shipping were received at Lloyd's.

The British steamer "Manchester Regiment" wirelessed that it had taken on board 45 hands of the

crew of the Glasgow steamer "Volumia," abandoned at noon to-day several hundred miles off the West Coast of Ireland. One lifeboat was lost in the operations.

Several vessels were disabled owing to the damage to the steering gear, and summoned assistance from tugs during the day.

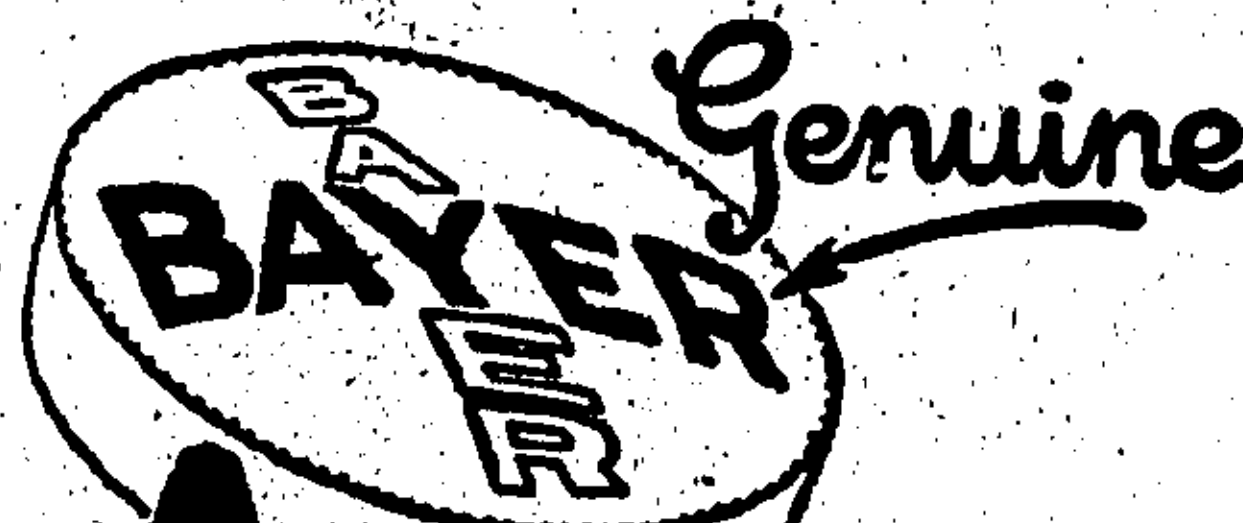
Splendid service during storm has been done by the small cutter "London Pilot," which has not touched shore since Friday, and has been continuously cruising round Dungeness Point, where many vessels have been in distress. She has repeatedly drawn alongside vessels in need of assistance during the past five days, and her work is highly praised by experienced seamen. Vessels in distress in the English Channel have also received assistance from the great ocean liners.

The steamer "Britannic" is being towed to Swansea by a trawler, which stood by for some hours before the cable could be passed, owing to the gale.

FLOODING DANGERS

Several fatal accidents due to wind occurred on land, and three people suffered serious injury through the collapse of a church steeple in Glasgow during a severe thunderstorm. Landslides and fallen trees interrupted road and rail traffic in some areas. The chief anxiety, however, is aroused owing to the swollen condition of the rivers, which, in all parts of England, are in a state of flood.

In some localities traffic has been discontinued in consequence, and the occupants of houses in lowlying areas have had to vacate them. The position in the Thames Valley was referred to-day by Lord Desborough, at a meeting of the Thames Conservancy Board, of which he is chairman. The total rainfall in the Valley in the last ten weeks almost equals the average fall for six winters' months; 825 men are on special duty keeping the Weirs free from obstructions. A further rise in the next two or three days is inevitable, even if the rain ceases. The prolonged drought of summer enabled the River to absorb heavy rainfalls without flooding in November, but December rains brought the floods. — British Wireless Service.



ASPIRIN
SAY "BAYER ASPIRIN" and INSIST!

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